

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, May 11, have been \$1,093,825,816, against \$1,154,485,136 last week and \$893,450,262 the corresponding week of last year.

CLEARINGS. Returns by Telegraph.	Week Ending May 11.		
	1895.	1894.	Per Cent.
New York.....	\$534,820,752	\$386,038,837	+38-5
Boston.....	79,142,832	67,919,705	+16-5
Philadelphia.....	50,935,510	51,182,135	- 0-5
Baltimore.....	10,493,665	12,227,092	-14-3
Chicago.....	84,372,256	73,287,613	+15-1
St. Louis.....	22,126,593	18,581,230	+19-3
New Orleans.....	6,863,074	6,912,173	- 0-7
Seven cities, 5 days.....	\$788,544,682	\$616,118,785	+28-0
Other cities, 5 days.....	139,108,723	120,943,298	+7-6
Total all cities, 5 days.....	\$918,653,405	\$737,062,083	+24-6
All cities, 1 day.....	175,172,411	146,388,179	+19-7
Total all cities for week.....	\$1,093,825,816	\$883,450,262	+23-9

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

Our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, May 4, are given below, and we also present the results for the corresponding week in 1894, 1893 and 1892. In comparison with the preceding week there is an increase in the aggregate exchanges of one hundred and fifty million dollars, of which sixty millions is outside of New York. Contrasted with the week of 1894 the total for the whole country shows an excess of 16-2 per cent. Compared with the week of 1893 the current returns record a falling off of 22 per cent and the loss from 1892 is 12 per cent. Outside of New York the gain over 1894 is 7-1 per cent. The loss from 1893 reaches 15-8 per cent, but making compar-

isons with 1892 the decrease is seen to be only 8-6 per cent.

Clearings at—	Week ending May 4.				
	1895.	1894.	1893.	1892.	P. Cent.
New York.....	661,697,388	535,567,901	+24-1	897,154,120	774,695,488
Philadelphia.....	71,111,420	61,946,298	+14-8	82,480,990	79,527,533
Pittsburg.....	14,690,402	13,856,384	+5-7	16,371,494	15,326,595
Baltimore.....	18,618,492	18,559,682	-17-7	16,071,080	16,225,423
Buffalo.....	4,073,861	3,771,295	+8-0	4,923,735	4,529,992
Washington.....	1,085,434	1,072,402	+15-1	2,866,962	2,374,560
Rochester.....	1,085,954	1,053,235	+1-9	2,060,755	1,679,050
Syracuse.....	977,106	913,018	+7-6	1,499,394	1,248,814
Wilmington.....	716,458	699,152	+2-4	975,302	875,472
Seranton.....	751,989	670,123	+12-2	.....	.....
Binghamton.....	381,600	375,100	+1-8	397,600	386,000
Total Middle.....	774,665,042	684,992,729	+12-9	1,023,841,011	896,765,582
Boston.....	104,141,361	91,019,004	+14-4	117,408,266	103,567,103
Providence.....	5,322,300	5,553,800	-4-2	6,039,190	5,370,500
Hartford.....	2,467,628	1,531,050	+27-2	2,399,867	2,358,966
New Haven.....	1,514,561	1,350,405	+11-8	1,781,076	1,594,060
Springfield.....	1,602,771	1,663,191	-3-8	1,732,806	1,435,732
Worcester.....	1,410,253	1,294,446	+9-1	1,800,554	1,349,532
Portland.....	1,361,424	1,285,931	+5-7	1,595,098	1,150,000
Penn. River.....	1,036,920	701,284	+47-2	1,811,811	1,447,880
Lowell.....	705,950	572,707	+23-2	1,077,835	479,150
New Bedford.....	502,344	401,500	+24-6	629,232	.....
Total New Eng.....	120,000,512	106,001,718	+13-2	134,995,618	118,473,152
Chicago.....	104,986,516	101,802,757	+3-1	125,979,723	114,986,935
Cincinnati.....	13,758,950	14,257,350	-3-5	14,490,710	15,082,450
Milwaukee.....	4,587,861	4,190,050	+9-2	11,826,866	7,647,680
Detroit.....	6,775,420	5,691,825	+19-2	7,968,850	6,552,642
Cleveland.....	5,554,078	4,410,175	+25-9	8,369,192	5,685,414
Columbus.....	3,854,600	3,077,900	+27-3	4,322,902	4,060,700
Peoria.....	2,025,960	2,037,950	-0-6	2,125,500	2,025,600
Indianapolis.....	1,187,871	1,296,778	-8-4	1,660,535	2,284,484
Grand Rapids.....	948,843	987,829	-4-1	962,429	926,602
Lexington.....	439,919	333,989	+31-8	469,388	430,000
Saginaw.....	384,405	310,007	+24-5	351,620	386,242
Bay City.....	326,181	292,000	+11-6	406,947	.....
Akron.....	121,196	113,324	+7-8	251,324	.....
Springfield, Ohio.....	172,683	137,048	+25-5	222,655	216,460
Canton.....	171,272	159,181	+7-5	185,000	.....
Rockford.....	178,346	172,235	+3-5	.....	.....
Kalamazoo.....	209,314	207,114	+1-0	.....	.....
Tot. Mid. West'n.....	145,994,862	139,489,142	+4-4	177,537,548	161,561,165
San Francisco.....	14,352,313	17,455,812	-17-7	17,741,505	15,691,440
Portland.....	1,224,472	1,044,463	+17-3	2,418,276	2,266,989
Salt Lake City.....	1,450,960	1,165,960	+25-4	1,506,950	2,395,569
Seattle.....	475,000	507,838	-6-5	1,044,070	1,354,076
Tacoma.....	615,348	574,332	+17-4	825,666	802,129
Los Angeles.....	1,305,267	1,214,391	+7-3	829,912	1,167,463
Spokane.....	524,457	670,589	-21-6	828,078	872,787
Helena.....	300,000	471,354	+10-6	1,031,971	892,000
Sioux Falls.....	55,828	125,571	-55-0	176,401	150,000
Fargo.....	178,996	112,970	+57-6	.....	.....
Total Pacific.....	30,486,508	23,615,390	+29-3	26,395,575	24,742,675
Kansas City.....	9,705,657	9,428,953	+2-9	17,404,823	9,872,360
Minneapolis.....	7,520,755	6,721,448	+11-9	11,581,969	12,681,055
Omaha.....	3,390,542	5,046,878	-33-5	7,322,987	5,559,689
St. Paul.....	3,851,478	3,655,975	+5-4	4,555,042	6,266,604
Denver.....	2,481,501	2,393,176	+3-7	4,675,350	4,712,787
Duluth.....	1,525,000	1,822,220	-17-4	2,120,146	8,567,358
St. Joseph.....	1,190,167	1,425,000	-17-6	2,302,976	2,113,412
Sioux City.....	588,511	841,128	-30-0	1,068,127	1,291,454
Des Moines.....	1,400,000	1,322,199	+5-9	1,350,078	1,602,516
Lincoln.....	550,699	480,310	+14-6	547,838	790,769
Wichita.....	473,341	456,963	+3-5	500,331	595,116
Topeka.....	404,871	490,760	-17-1	460,641	862,645
Fremont.....	59,445	120,000	-50-5	168,300	105,841
Hastings.....	89,084	115,500	-22-4	101,249	.....
Tot. other West.....	53,196,934	34,713,195	+51-4	60,433,126	49,361,843
St. Louis.....	37,093,820	23,793,159	+55-5	28,607,746	24,848,394
New Orleans.....	8,316,156	8,474,011	-1-9	19,657,482	9,858,999
Louisville.....	7,250,547	6,178,012	+17-4	8,427,207	8,607,808
Galveston.....	2,140,222	2,011,515	+6-5	2,585,876	2,230,694
Houston.....	2,132,440	1,726,347	+23-5	2,000,000	1,411,835
Richmond.....	2,242,258	2,357,246	-5-4	2,497,012	2,492,453
Savannah.....	1,719,094	1,402,839	+22-6	1,573,424	1,491,457
Memphis.....	2,196,176	1,860,949	+18-0	2,365,645	2,892,838
Atlanta.....	1,848,861	1,080,694	+71-5	1,362,455	1,530,233
Nashville.....	822,714	935,122	-12-8	1,358,600	2,020,001
Norfolk.....	1,038,268	980,898	+5-9	1,018,539	938,030
Waco.....	851,580	913,844	-6-8	809,656	921,492
Fort Worth.....	916,560	670,963	+36-6	690,094	500,000
Birmingham.....	653,528	460,000	+42-1	820,000	570,000
Jacksonville.....	341,920	355,085	-3-7	633,535	652,257
Chattanooga.....	326,627	422,985	-22-7	385,282	.....
Chattanooga.....	205,000	200,000	+2-5	450,711	624,386
Little Rock.....	285,300	.....	.....	.....	.....
Total Southern.....	60,533,494	58,812,594	+12-7	66,166,457	60,392,585
Total all.....	1,154,485,136	993,815,771	+16-2	1,479,169,035	1,123,585
Outside N. York.....	499,877,753	457,347,810	+9-1	581,981,515	536,242,102
Montreal.....	10,771,406	9,289,959	+16-0	9,674,559	11,809,980
Toronto.....	5,800,000	6,052,783	-4-3	6,486,925	6,434,099
Halifax.....	1,121,260	1,280,860	-11-7	1,104,443	1,197,421
Winnipeg.....	7,800,000	765,090	+10-2	859,407	753,098
Hamilton.....	681,787	771,364	-11-9	.....	.....
Total Canada.....	19,006,350	18,167,056	+4-6	18,325,824	20,708,586

* Not included in totals.

THE QUOTATION SUPPLEMENT.

We issue this week the initial number of our QUOTATION SUPPLEMENT.

This SUPPLEMENT appears later in the month than we purposed to have it, the delay being due to difficulties and hindrances attendant upon the preparation of a first publication.

In a few months at the most the new machinery will be working smoothly, and then our readers shall have the SUPPLEMENT as speedily as the work can be done after the close of the previous month.

Our tables are already very comprehensive, but there are more blanks in some of the columns of prices than we wish there were. We of course intend to perfect and extend these quotations.

We shall be gratified to have our subscribers notify us of any error they may find in the columns of this SUPPLEMENT. Suggestions also will be gladly received, as our aim is to meet the public want.

THE FINANCIAL SITUATION.

The foreign purchases of bonds and stocks have continued to be the conspicuous feature of our markets another week. Of course it is always difficult to measure a movement of securities or capital, whether to or from Europe; the tendency is to exaggerate its extent whichever way the flow is. In the present case we are not without data to aid in making an estimate. This we know—that the movement of foreign capital to America has reached an aggregate sufficient to reverse the trade balance, for it has wholly demoralized foreign exchange. The question arises then—what was the balance against the United States May 1, on the supposition that no movement of securities had taken place? The foreign trade for February and March, including merchandise and gold and silver, as given by the Government figures, was unfavorable, though not to a very important extent—the excess of imports in February being reported at \$3,720,000 and in March \$5,302,000, whereas for April a fair estimate would be about \$8,000,000. If in addition to the foregoing we assume the annually accruing fixed charges to be 11 million dollars a month (that is 33 million dollars for the three months) the total indebtedness against us on foreign account for those months would be about \$50,000,000.

In reaching this result we of course take it for granted—and it seems to be a reasonable supposition—that exports of gold and a favorable trade balance had up to February 1, 1895, satisfied all the demands against the country on account of imports and the withdrawals of foreign capital to that date. At about that date the Syndicate arrested the prevailing distrust and thereby stopped the outflow of capital and consequently the export of gold which an outflow of capital would have kept up. The future adverse trade balance bankers of course could not change; that must go on accumulating, but in spite of it the Syndicate prevented an export of gold—which this accumulating balance would otherwise have caused—by selling exchange. It would not do to assume, though, that the exchange required and thus sold reached 50 million dollars; there are other data which vary that calculation.

The chief of these arises out of gold shipments to the United States on account of the 31 million dollars of United States bonds placed abroad by the Syndicate. As those bonds are all to be paid for by the actual

shipment of foreign gold, no part of that item can come into either side of the account. The amount due for the bonds has, to be sure, afforded the Syndicate a credit in London for temporary use; but so far as that fund was drawn against the amount so used would have to be subsequently made good to pay for the promised gold. There is nevertheless a transaction connected with that purchase which has increased the above trade result and made the trade balance to that extent erroneous. The gold which has been actually imported under its contract by the Syndicate from Europe to pay for the United States bonds placed there is included among the trade imports, and hence included in the 50 millions of foreign trade balances given above, and must be deducted. Those gold imports in the three months have been about 11 million dollars. After deducting that amount the actual trade balance against the country accumulated in the period specified is found to be about 39 million dollars, which approximately would represent the foreign capital needed to put our foreign trade on an even keel on the first of May. It follows that to throw the foreign exchange market into its present demoralized condition would require the sale to Europe since February 1 not only of securities enough to cover this debt, but a considerable surplusage.

This movement of securities to Europe began ostensibly with the second week in April and its importance has been increasing ever since. About the first of May the outflow assumed large proportions. This week the pressure of security bills is stated to be beyond all precedent. The truth is that the growth of confidence abroad in the American financial situation has been making steady progress ever since the Morgan-Belmont syndicate demonstrated their ability to relieve the Government credit from its embarrassment. It is stated by bankers who are in a position to be well informed as to the facts that within the past three weeks the Syndicate has placed in Europe forty to fifty millions of securities. Of course the Syndicate has thus been able to cover all its bills sold at high prices and is now in a position to take advantage of the reversal of the situation. The fall in exchange has been so rapid that some bankers have lowered their rates as much as 1 cent a pound sterling a day.

This week has likewise been distinguished by the re-argument of the income tax cases before the Court at Washington. It is reported now that a decision is to be expected on the 20th of the month. The tax is wrong in principle and communistic in its origin and purpose. Consequently if the law is wholly set aside conservative classes have reason for considering the conclusion of the Court wholesome. We cannot understand the reason why any "reluctance" should be felt by a Judge or urged by counsel upon the Court in approaching a Constitutional question lest it may touch the prerogative of the legislative body. What is a Constitution if it is not an instrument to fence out and to fence in the law-making power? And what is the Court given jurisdiction of Constitutional questions for if not to keep the legislature within the Constitutional enclosure. The question presented to the Court of general interest by these income tax cases relates chiefly to this point. That issue was very well put by Mr. Choate in the introduction to his argument, when he said that the reason why the whole country was anxiously awaiting the decision of the Court was not that they were concerned about the payment of the paltry two per cent of income for a

term of five years—that they could and would if necessary gladly pay—but because they wanted to know whether or not what had been believed to be a safeguard purchased by their forefathers upon a good consideration paid, was to be trampled under foot and its protection denied in the future. That was the question the people wanted to have answered.

Statements of railroad earnings are beginning to give marked evidence of the improvement in the situation which is taking place. On another page to-day we review the results for the month of April and our compilation shows an increase over a year ago in the total of the roads reporting of \$1,639,344. Of course we are comparing with very poor results in 1894. Nevertheless the figures furnish a gratifying indication of the change that has occurred. The increase is the largest shown in any monthly statement since June 1893, and in fact until quite recently the record was one of almost continuous declines. For the fourth week of April the increase reaches as much as \$805,500, or 10.43 per cent, though in that week most of the roads counted the extra business day which the month contained the present year, there having been only four Sundays in April 1895, against five Sundays in April 1894. In the New England States quite a decided improvement has been in progress for some time, as has been noted in these columns. The improvement is shown in the quarterly returns of earnings which are now being published. Thus the Boston & Maine reports gross of \$3,807,726 for the three months of 1895, against \$3,543,782 for the three months of 1894, and for the nine months of its fiscal year since June 30 gross of \$12,978,516, against \$12,422,751. For the first-mentioned period expenses were increased more than the gain in gross receipts, leaving a small loss in the net; but for the nine months the net stands at \$4,517,541, against \$4,075,847. The New York New Haven & Hartford for the March quarter reports an increase in gross of \$627,730 and an increase in net of \$54,833, and the Maine Central and the Boston & Albany we may say also record an increase in both gross and net. The New Haven has been steadily adding to its earnings each quarter, and for the 9 months from June 30 has \$1,749,039 increase in gross and \$1,289,954 increase in net. The New York & New England for the March quarter has \$172,836 increase in gross and \$89,173 increase in net.

In the iron trade, as elsewhere, the outlook is improving. The demand is more active both for the raw material and the finished products, while prices are not only well maintained but in a great many instances show an increase. There seems nothing to mar the good prospect except it be possible labor troubles, which have proved a minor disturbing feature in one or two localities. Disturbances of that kind will account for a slight decrease in the production of pig iron which the monthly record of the "Iron Age" this time discloses. The Age reports the same number of furnaces in blast as on the 1st of April, but a diminution in the aggregate capacity per week from 158,132 tons to 156,554 tons. Several furnaces previously idle resumed operations during the month, but some other furnaces went out of blast to make repairs, and in the Shenango Valley a number of furnaces were banked by reason of a strike of the furnacemen. The small falling off in product therefore has no significance as bearing on the activity of trade, and moreover even as the figures now stand they

show a pretty large output, being at the rate of over eight million tons a year. It is a noteworthy fact, too, that as far as stocks furnish any guide, they indicate that consumption has overtaken production, as the "Age" reports the total of the stocks, sold and unsold, only 768,245 tons May 1, against 793,489 tons April 1 and 787,292 tons March 1.

Money on call, representing bankers' balances, has generally loaned at the Stock Exchange at $1\frac{1}{2}$ per cent this week, with occasional transactions at 1, and the average has been about $1\frac{1}{8}$ per cent. Banks and trust companies are unable to loan at better rates than $1\frac{1}{2}$ per cent and the supply of money has been abundant though the demand continues good by reason of the activity in the stock market. There has been a little better inquiry for time money from the commission houses but the offerings are liberal and rates are 2 per cent for thirty days, $2\frac{1}{2}$ per cent for sixty to ninety days, 3 per cent for four to five and $3\frac{1}{2}$ per cent for six to seven months on good Stock Exchange collateral. There has been less borrowing by cities in anticipation of taxes this week. Commercial paper has been in a little better supply, chiefly dry goods commission house names, but the demand from every quarter is so urgent that there is no accumulation of the same. Quotations are $2\frac{1}{4}$ @3 per cent for sixty to ninety day endorsed bills receivable, 3@4 for four months' commission house names, $3\frac{1}{2}$ @4 for prime four months', 4@ $4\frac{1}{2}$ for prime six months' and 5@6 for good four to six months' single names, some of which find ready sale.

The Bank of England minimum rate of discount remains unchanged at 2 per cent. The cable reports discounts of sixty to ninety day bank bills in London $\frac{1}{4}$ of 1 per cent. The open market rate at Paris is $1\frac{1}{2}$ per cent and at Berlin and Frankfurt it is $1\frac{1}{4}$ per cent. According to our special cable from London the Bank of England lost £108,221 bullion during the week and held at the close of the week £36,928,050. Our correspondent further advises us that the loss was due to an import of £5,000 from Paris, an export of £5,000 to Brazil and to £108,221 sent to the interior of Great Britain.

The foreign exchange market has been lower this week, with important declines in rates for sterling and for Continental bills, due to a pressure of drafts against securities directly placed abroad by the Syndicate and by other leading bankers; and also to the operations of the arbitrage houses, who appear to have been promptly drawing against purchases of stocks and bonds in our market for European account. It is reported that some long bills which were bought to hold until maturity have been forced upon the market, thus aiding in the decline. The demand has been only fair and not sufficient to absorb the offerings, and consequently rates have fallen in a way which would indicate some demoralization. After the middle of the week options were offered on bills deliverable next week at prices which seem to point to still lower rates. Bankers who for the past few weeks have had reason to complain of the unprofitable character of their business have this week been able to make very satisfactory profits by purchasing one class and selling another; while the Syndicate bankers and those who have been associated or co-operating with them have reason to rejoice at the changed conditions of the market. It is reported that besides the Southern Ry. securities, the Chesapeake & Ohio, the Manhattan Elevated, the New York Ontario & Western, the New York Central and New York City bonds which have

been placed abroad, through Syndicate and other bankers, very large amounts of other properties have been sold to Europeans, and it is claimed that the aggregate amount cannot be far from 40 to 50 millions of dollars. One of the foreign bankers characterizes the growth of confidence abroad in the American situation as "immense." Each day the cable has reported a rising, and at times a buoyant, market for our securities in London, and private cables represent that there is a good demand from the chief Continental centres. On Monday the exchange market opened weak, and Baring, Magoun & Co. reduced rates for both long and short half a cent. This was soon followed by Brown Bros. & Co., who made a similar reduction, and there was an easy tone to the close. On the following day the Bank of British North America and Lazard Freres reduced both long and short sterling half a cent; Heidelbach, Ickelheimer & Co. lowered the sixty day rate half a cent and the sight rate one cent, and the Merchants' Bank of Canada reduced short half a cent, and the market was weaker in the morning, growing a little steadier in the afternoon. On Wednesday Brown Bros. & Co. and the Canadian Bank of Commerce reduced both sixty-day and sight half a cent, and the market continued weak all day, with a steady pressure of bankers' bills and a light demand. On Thursday Brown Bros. & Co., Baring, Magoun & Co., Heidelbach, Ickelheimer & Co. and Lazard Freres reduced both long and short half a cent; the Bank of British North America made two reductions of half a cent each; the Bank of Montreal reduced one cent each for long and short, and the Merchants' Bank of Canada lowered the sixty-day rate one cent and the sight rate half a cent, and the market was to some extent demoralized at the close, with offerings of bills at considerable concessions from the rates quoted for actual business in the morning. The tone for Continental exchange was weak. Yesterday still greater demoralization prevailed, with further reductions in rates by every one of the bankers. The following table shows the daily changes in posted rates of exchange by the leading drawers.

	Fri. May 3.	Mon. May 6.	Tues. May 7.	Wed. May 8.	Thurs. May 9.	Fri. May 10.
Brown Bros. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Baring, Magoun & Co. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Bank British No. America. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Bank of Montreal. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Canadian Bank of Commerce. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Heidelbach, Ickelheimer & Co. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Lazard Freres. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90
Merchants' Bk. of Canada. { 60 days... 88½	88½	88½	88½	88½	88½	88½
{ Sight..... 90	90	90	90	90	90	90

The market on Friday after the decline closed steady at 4 87@4 87½ for sixty day and 4 88 @4 89 for sight. Rates for actual business in sterling were 4 86@4 86½ for long, 4 87@4 87½ for short and 4 87½@4 87½ for cable transfers. Prime commercial bills were 4 85½@4 85½ and documentary 4 85@4 85½.

The Department of Agriculture at Washington yesterday afternoon issued its report on the condition of the winter-wheat crop the 1st of the month. It shows that the rains during April served to bring about an improvement, so that the average of condition for the whole country is now 82.9, against 81.4 on the 1st of April. Last year between the same dates there was a deterioration from 86.7 to 81.4. In the Middle Western belt the averages are very satisfactory, Ohio being reported at 85, Indiana at 87, Illinois

at 90 and Missouri at 90; but in Kansas the average is only 48. Texas also shows a low condition—only 55, or slightly less even than in the previous month.

CONDITION OF WINTER WHEAT.

States.	1905.		1894.			1893.		
	April.	May.	April.	May.	June.	April.	May.	June.
Ohio.....	86	85	90	90	96	87	88	90
Indiana.....	83	87	90	90	93	82	79	83
Illinois.....	87	90	87	89	81	72	62	67
Missouri.....	80	90	88	88	82	76	72	74
Kansas.....	53	48	72	75	57	62	61	47
Michigan.....	78	78	83	83	80	74	71	72
California.....	91	97	87	82	60	67	77	72
Oregon.....	86	102	95	95	90	90	90	102
New York.....	92	93	99	95	98	88	88	87
Pennsylvania.....	92	93	98	90	95	87	88	91
Tennessee.....	81	90	66	70	75	83	91	90
Maryland.....	80	93	91	93	96	80	97	96
Virginia.....	80	95	88	84	81	87	85	90
Texas.....	57	55	84	82	80	100	74	69
Aver. whole country..	81.4	82.9	86.7	81.4	83.2	77.4	78.3	79.5

We have alluded above to the character of the returns of the earnings for current periods. The Illinois Central, besides showing \$101,535 increase in gross in its preliminary estimate for the month of April, has a very good return of both gross and net for the month of March—in the gross the increase is \$93,437 and in the net \$129,207. The Atchison for March (whole system) has \$12,944 decrease in gross but \$167,695 increase in net. The two Mexican roads, Mexican Central and Mexican National, have both done well—the one adding \$102,881 to its gross and \$108,429 to its net, and the other \$25,040 to its gross and \$26,653 to its net, the figures being in Mexican currency. The Western New York & Pennsylvania charged up some extra items of expenditures during March, and hence shows net of only \$49,094 for 1895, against \$100,989 for 1894; for the nine months to March 31, however, the company shows net of \$756,578 for 1894-5, against \$651,534 for 1893-4. The Pacific Mail Steamship Company during March enlarged its gross \$120,806 and its net \$140,397, and the Southern Pacific added \$228,350 to its gross and \$24,193 to its net. The Toledo & Ohio Central, with \$5,985 increase in gross, has \$16,740 decrease in net. The Flint & Pere Marquette reports net of \$69,539, against \$85,462; the Louisville New Albany & Chicago \$76,960, against \$75,384; the Cincinnati Jackson & Mackinaw \$4,741, against \$10,088; the Oregon Improvement \$12,126, against \$49,558; the Detroit & Mackinac \$16,801, against \$13,696; the Chesapeake Ohio & South-western \$68,800, against \$44,246; and the Detroit Lausling & Northern \$20,185, against \$17,782. For April the West Virginia Central & Pittsburg reports gross of \$91,376, against \$86,310, and net of \$32,731, against \$32,035; and the Georgia Railroad gross of \$93,959, against \$88,603, and net of \$1,630, against \$19,933. Below we furnish a comparison for four years for a number of roads.

Name of Road.	1905.		1894.		1893.		1892.	
	Gross	Net	Gross	Net	Gross	Net	Gross	Net
At. Top. & S. Fe (4 roads).....	3,271,635	770,378	3,294,579	602,683	4,130,540	1,070,593	3,551,047	906,587
Ches. Ohio & Southwest'n.....	197,205	68,800	161,632	44,346	215,247	81,435	182,038	64,547
Ctn. Jackson & Mack.....	47,130	4,742	53,475	10,088	66,727	17,139	67,324	17,139
Detroit Lans. & Northern.....	97,600	20,185	94,631	17,782	107,076	20,072	94,000	20,072
Flint & Pere Marquette.....	235,257	69,539	233,758	58,462	253,392	67,543	267,543	67,543
Illinois Central.....	1,683,284	551,609	1,499,847	422,492	1,667,131	408,148	1,546,080	431,501
Louis. N. Alb. & Chic.....	251,780	70,990	234,113	75,384	287,346	86,994	261,004	80,000
Mexican Central.....	817,129	317,563	714,249	269,134	702,415	253,082	650,000	230,000
Mexican National.....	390,583	183,628	365,546	156,975	402,064	168,392	360,000	160,000
Oregon Improvement Co.....	251,196	12,126	310,513	49,558	294,000	49,501	307,307	62,371
Southern Pacific.....	3,780,892	1,066,135	3,532,543	1,070,932	3,767,657	1,127,692	3,650,000	1,000,000

	March Earnings.			
	1895.	1904.	1893.	1892.
Toledo & Ohio Central.....Gross	\$ 191,539	123,544	190,704	132,677
Net	34,071	50,811	67,371	45,747
West. N. Y. & Pa.....Gross	250,595	257,172	330,007	286,628
Net	49,094	100,989	109,161	67,293

Name of Road—	April Earnings.			
	1895.	1894.	1893.	1892.
Georgia.....Gross	\$ 93,950	88,603	87,802	105,093
Net	1,330	19,935	5,324	10,193
West Va. Cent. & Pitts.....Gross	91,374	86,310	90,597	82,637
Net	32,731	32,035	34,517	29,343

The following statement gives the week's movements of money to and from the interior by the New York banks.

Week Ending May 10, 1895.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$4,298,000	\$1,849,000	Gain.\$2,449,000
Gold.....	711,000	462,000	Gain. 249,000
Total gold and legal tenders.....	\$5,009,000	\$2,311,000	Gain.\$2,698,000

With the Sub-Treasury operations the result is as follows :

Week Ending May 10, 1895.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement, as above	\$5,009,000	\$2,311,000	Gain.\$2,698,000
Sub-Treasury operations.....	14,800,000	13,900,000	Gain. 900,000
Total gold and legal tenders.....	\$19,809,000	\$16,211,000	Gain. 3,598,000

The following table indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

Bank of	May 9, 1895.			May 10, 1894.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	36,928,050	.....	36,928,050	32,190,155	.....	32,190,155
France.....	82,144,618	49,520,480	131,665,107	70,410,000	51,000,000	121,410,000
Germany*.....	37,823,510	15,449,040	53,272,550	31,076,000	12,693,000	43,769,000
Aust.-Hung'y	18,571,000	13,585,000	32,156,000	10,195,000	16,372,000	26,567,000
Spain.....	8,004,000	12,451,000	20,455,000	7,918,000	8,383,000	16,301,000
Netherlands.....	4,286,000	7,041,000	11,327,000	4,445,000	6,963,000	11,411,000
Nat.Belgium*	3,185,000	1,693,000	4,778,000	2,960,667	1,480,333	4,441,000
Tot.this week	190,942,178	99,639,529	290,581,707	159,194,822	98,894,333	258,089,155
Tot. prev. w'k	191,662,860	99,776,924	291,439,784	158,958,777	96,993,343	255,952,120

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.

NOTE.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

AN INTERESTING RATE CASE IN ENGLAND.

In Great Britain knotty rate questions arise just as they do in this country, and moreover within recent years complaints of one kind or another regarding the tariff charges of the roads appear to have grown in number and frequency. A case which came up last month involving the question of discrimination in the rates between foreign and domestic goods possesses some decidedly interesting features. The case was regarded as a very important one—in the estimation of the "Railroad Gazette" of this city it was one of the most important ever heard in England—and it raised for the first time before the Railway Commissioners the question of the construction to be put upon a proviso of the Railway and Canal Traffic Act of 1888, forbidding a preference in tolls, rates and charges between home and foreign merchandise. Aside from the importance of the case, American interest in it is heightened by the fact that the foreign goods concerning which the complaint of undue preference was made are mainly such as are imported from the United States—comprising bacon and hams, butter, cheese, lard, hops, hay, wool and fresh meat.

The complaint was brought nominally by an association of traders called the Mansion-house Association, and it charged that the London & South Western Railway was guilty of granting an undue preference in giving foreign merchandise more favorable rates than local merchandise. It appears that in the case of most of the articles mentioned the railroad company charges only 6s. for the conveyance from Southampton docks to London, a distance of 76 miles, but that the inland rates to London for articles of the same kind are very much higher, being for instance 15s. on hops from Alton, 45 miles; 8s. 6d. on hay from Micheldever, 56½ miles, and as much as 17s. 11d. for bacon and hams from Southampton town station, which latter is equi-distant from London with the Southampton docks. It was contended not only that these differences involved an undue discrimination against the domestic products but that they were in violation of the Railway Act which forbids any difference at all between the two classes of goods.

We have stated that nominally the case was brought by the Mansion-house Association, the ostensible object of the suit being to secure relief to the local agricultural community from burdensome charges. As the hearing progressed, however, it developed that the inland shippers were really not at all concerned in the matter, but that the suit had been launched and was being maintained by the London Dock Company. There has, as is known, been increasing competition between Southampton and London of late, and the Dock Company appears to have taken this means of seeking to hamper the rival port. Thus it happened that the articles selected for attack, with two or three exceptions, were not articles in which there is any substantial home trade with London, but articles on which there is active competition between the ocean route to London direct and the route via Southampton and the London & South Western Railway. Moreover, as regards the charge of excessive rates on the home traffic from the Southampton town station, it is a striking fact that all the chief local authorities, including the Chamber of Commerce, appeared in opposition to it. Still, though the Dock Company was the real complainant, Justice Collins (the legal member of the Commission) said that they were entitled to relief if they could establish undue preference.

Upon the merits of the case the railway company was able to present a very strong argument. The question was however whether under the statute it could maintain the difference in rates (even if on the merits such difference was fully justified), seeing that the discrimination was between imported merchandise and home merchandise. The English law does not forbid a lower charge to one trader or class of traders than to another, but section 27 of the Act of 1888 declares that whenever there is such a difference in treatment on the same or similar merchandise or for the same or similar services, "the burden of proving that such lower charge or difference in treatment does not amount to undue preference shall lie on the railway company." The law is also broad in the latitude it allows the courts and the Commissioners in deciding whether a difference in rates amounts to an undue preference, saying that they may "so far as they think reasonable, in addition to any other considerations affecting the case, take into consideration whether such lower charge or difference in treatment is necessary for the purpose of securing in the interests of the public the traffic in respect of which it is made and whether the inequality cannot

be removed without unduly reducing the rates charged to the complainant."

There is of course no difficulty at all in construing the provisions quoted. The trouble was in the proviso immediately following the clause last quoted, which proviso declares "that no railway company shall make, nor shall the court, or the Commissioners, sanction any difference in the tolls, rates or charges made for or any difference in the treatment of home and foreign merchandise in respect of the same or similar services." This provision is as clear and emphatic as the others, and the plaintiff contended that by its terms it did not permit of any difference between the rates on domestic and foreign goods. The Court readily acquiesced in the view that under it no difference is permissible between the two classes of traffic *as such*. But that by no means disposed of the whole question. There might be other differences—differences between the conditions under which the two classes of traffic are handled and moved, independent of the distinction that the one class is foreign merchandise and the other domestic. Could not these differences be taken into consideration by the courts and the Commission? The complainant claimed not. His position was that the proviso expressly excludes all such matters from discussion in cases of home and foreign merchandise.

But Justice Collins pointed out that this argument if accepted would involve the most momentous consequences. Assume, he said, that some trader in Southampton made it his business to collect home merchandise of the description named in the present application and to deliver it to the railway company there at fixed dates and in large quantities just as the respondents now receive foreign merchandise for delivery to London and was charged by the company the same rate, namely 6s per ton. In that event, on a complaint by the present applicants impugning such charge as an undue preference it would be open to the company to justify it by urging all topics which have been recognized by many decisions, such as difference of conditions, reducing the cost and increasing the profit of the company, the existence of competition by land or water from Southampton to London, &c. But on a similar application in respect of goods brought from America or France, all the facts being identical except the place of origin of the goods, the company would be bound to fail because they would have to admit a difference which they would be debarred from justifying. This says the justice would be a strange result of a clause which purports to strike at any difference of treatment between home and foreign goods. The railway would be prevented from dealing with the goods in a manner profitable to themselves and beneficial to the public, and wholly justifiable were they English goods, simply because they came from abroad.

The question then is, did the Legislature in the year 1888, by a proviso to a sub-section of a Railway and Canal Traffic Act introduce such a revolution. Nothing short of the clearest language, the Justice declares, could persuade him that the Legislature ever had any such intention, and in his opinion full effect can be given to the proviso in question without the adoption of such an extreme contention. The proper function of a proviso, he notes, is to limit or qualify the effect of that to which it is a proviso, not to undo or rescind that which has been already enacted. Hence when a case of undue preference has been made out, and the Commission is considering what will be sufficient to excuse it,

they are told in effect that among the "other considerations affecting the case" they may not include the fact that the goods in respect to which the preference is asserted are foreign as distinguished from home merchandise. The Justice mentions as one of the considerations of that kind which the Commission would be debarred from taking into account, should it be urged at such a hearing, the fact that the goods had already traversed a long distance before they reached the United Kingdom, and should therefore be given a lower rate, the portion traversed in the United Kingdom to be treated as part of a through route. The conclusion therefore is that if the railway company have proved facts which would justify the admitted differences had the goods in both cases been home goods, the company are not prevented from relying on those facts as an answer merely because the goods which received the benefit of the differences are of foreign origin.

Justice Collins, as already said, is the legal member of the Commission. The other members of the Board hold the same view. For instance, Sir Frederick Peel in his opinion urged that if foreign goods are supplied in such a manner by the way they are packed as to diminish the cost of transporting them as compared with home goods, that consideration does not appear to be disallowed by anything contained in the proviso. And Viscount Cobham in his opinion expresses the belief that the Commission may take into consideration, as they have always been entitled to in the case of home goods, the circumstances of the traffic as regards its quantity, its packing, its regularity, and all other matters affecting its cost to the company, except so far as they may be matters special to the foreign origin of the goods. That is the limitation imposed by the proviso, whose object is not to give home traffic a preference over foreign traffic, but to place them in a position of strict equality.

Having disposed of this main contention, the question whether the difference in rates between the foreign goods and the domestic goods amounted to an undue preference, having regard to the character of the service and the conditions under which it is rendered, presented no very intricate problems. It was found that the difference in rates was not so great as appears on the surface, as the 6s. charge on the foreign goods does not include the cost of any services rendered or accommodation provided at the Southampton Docks. But entirely apart from this, the railroad company had no difficulty in proving that the conditions under which the two classes of traffic were conducted were entirely unlike—the foreign goods being delivered in very large quantities at fixed dates, while the home traffic came in very small quantities, usually less than car-load lots—and that the cost of the work was so much cheaper in the former case as to fully justify the lower rates. A ruling was accordingly given in favor of the railroad as to all the articles complained of with the exception only of hops, hay, and fresh meat, where some very slight modifications of the existing rates were suggested.

INTERFERENCE WITH THE PEACE SETTLEMENT IN THE EAST.

At last the peace treaty between China and Japan has been signed. It is a relief to know that the war is ended; but to the mass of intelligent men who have watched the progress of this Eastern struggle from

the commencement, peace would have brought more satisfaction if the belligerents had been left alone in carrying out their treaty arrangements, as they were left alone to do the work in the field.

The interference of the three European Powers in the settlement between China and Japan is the more to be regretted that it was on a scale out of all proportion to the requirements of the situation, and that it was without any reasonable justification. This is a feature of the case which, in our judgment, has not received sufficient consideration. Such an array of European strength against a little State like Japan after an exhausting struggle with such a Power as China would naturally, if we were not privy to the facts of the case, lead to the conclusion that a terrible wrong had been or was about to be done. What are the facts? To aid a weak and helpless neighbor, over whom she claimed she had suzerain rights, Japan undertook to drive the Chinese from Corea. The question raised here is not at all affected by the particular fact that China also claimed suzerain rights over Corea, and that she had been allowed to exercise them. It was felt by the more intelligent Coreans; and it was known to the Japanese generally that the prevalence of Chinese influence in the Hermit Kingdom was in the truest sense of the term a curse. Japan herself had emerged into light and life and comfort; why should China be allowed not only to hinder progress in Corea but to crush the life out of the Corean people? A rising in Corea created the necessity for action. It was whether China or Japan should be first in the field. If Chinese reinforcements were allowed time to strengthen Chinese authority on the peninsula, the last state of Corea would be worse than the first. So much for the cause of the war.

It was apparently a just cause; and the course taken by the Japanese had a right to command respect. As to the conduct of the war, not to say more as to its success, it was as humane as most wars are—notably humane when it is borne in mind how recently Japan has emerged from the darkness of semi-barbarism. As to the treaty, the money indemnity, as has been said before in these columns, was not unreasonably large. In the matter of trade and commerce the provisions were generous so far as the outside nations had interests at stake. Japan claimed for herself in this section of the treaty no more than she asked for others. And finally as to territory, we are not permitted to say that the conqueror went, in his demands, beyond reasonable bounds. Among the concessions demanded from China was the Liao-tung Peninsula. When we bear in mind the original cause of the war, we have no difficulty in understanding why this demand was made. The Peninsula would have been a barrier against the Chinese. It would, however, have been a gain to Corea rather than to Japan; and as Japan only purposes to take the little State for a time under her tutelage, the gain to Corea would have been permanent. It is thus seen that it was not greed of territory but the safety of Corea which led to the demand for Liao-tung. For herself Japan was willing to content herself with the island of Formosa. We repeat it that there was no just reason, so far as the action of Japan was concerned, judged in the light of European precedents, for the pompous interference of three such mighty Powers as Russia, France and Germany.

When, however, reasons are wanted they are seldom difficult to find, no matter what the cause. Russia had

been watching the progress of the conflict with keen and hungry eyes. The treaty which had been agreed upon by China and Japan was contrary to her wishes and expectations. If concluded, she would be shut out from all hope of getting a harborage on the east coast of Corea and a right of way for her Siberian railroad through Manchuria to the same point. Whether acting with advice or without advice, Japan, so far as the treaty went, ignored Russia's schemes. It was for Russia to adopt one of three courses—to submit, to allow the treaty to be signed and then to deal with Japan, or to have the treaty altered or satisfactory assurances given pointing in that direction. She has chosen the last of these. Alone and without some influential European backing it might not have been easy to get what she wanted. Why should she be alone? It was not difficult to bring France to her side. That Power has long had her eye on Formosa. But Formosa was gone if this treaty was signed. If she could not hope, immediately at least, to secure Formosa, she could at least manifest her dissatisfaction by joining Russia in a protest. And then Germany! what interests has she at stake? Positively none. But it will not do to let France have her own way with Russia. France must be checkmated; and so Germany joins in the protest. The conduct of Japan appears noble in comparison with that of the three European Powers. In the circumstances, England very wisely standing aloof, and the United States with equal wisdom preserving its accustomed neutrality, Japan has done well to yield. It is a case of coercion; and it speaks well for her that she preferred to make some of the concessions demanded to a renewal of hostilities on a greater and more dangerous scale.

It deserves to be noted that in seeking a modification of the treaty Russia has to outward appearance acted more in the interest of China than in her own. She has not asked for a harbor on the east coast of Corea; nor has she demanded territory to run her Siberian railroad to a point more to the South. It is noticeable, however, that she has kept the door open for pushing such schemes in the future. There are rumors of secret arrangements between Russia and China—rumors which may or may not be well founded—but which clearly point in the direction of Russian ambition. China is now in Russia's debt for services rendered; and the latter Power, we may depend upon it, will not overlook or neglect her claim. France, it has also been rumored, has still a hankering after Formosa. It is not unreasonable to conclude that there is some understanding among the European Powers who have acted together in this matter; but it is not safe as yet to speculate on future possibilities. Japan cannot but feel somewhat sore in the circumstances, spite of the additional money indemnity; and she has a right so to feel. It ought to be some consolation for her to know that she has the sympathy and the good wishes of the best part of mankind. Her time may come for obtaining full satisfaction. She can have no love for Russia; and as the ally of England she may yet give her trouble.

There is already some evidence that contentment is not general. Russia of course is jubilant, and somewhat ostentatiously expresses her gratitude to Germany. The French however are wondering where they come in and what they have gained. Some strong language has been used; and it will not be at all wonderful if the French Ministers should discover that they have sold themselves too cheaply.

RAILROAD GROSS EARNINGS FOR APRIL.

Our statement of railroad gross earnings for April makes a better exhibit than any monthly statement we have had for a long time past—the best in fact for nearly two years; and for some of the roads the gains are both large and noteworthy. We are now beginning to compare with a period last year when earnings had been heavily reduced by a variety of untoward circumstances. Such was the case in April 1894, though not to the same extent as in some of the subsequent months. Not only was business intensely depressed at that time but we had in that month the strike of the employees of the Great Northern, which while it lasted almost completely tied up that large system of roads. Again it was the period when the Coxey "armies" of tramps were seizing trains and causing more or less mischief in various parts of the West. Most important of all, in April 1894 the great strikes of the bituminous coal miners, involving nearly all sections of the country—and whose effects were so far-reaching—began. It is proper to say too that aside from the fact that comparison is with poor earnings in 1894 the roads the present year had the advantage of an extra business day, as there were only four Sundays in April 1895, against five Sundays in April 1894.

But all this does not make the improvement in earnings which is now taking place any the less real. The improvement serves to emphasize too the difference between the conditions now existing and those prevailing a year ago. Last year, as already said, business was intensely depressed, the tariff uncertainties lending their baneful influence to increase the depression, and the public mind being kept in a fever of anxiety on account of the Treasury condition and the exports of gold. The present year business is reviving on every side, gold exports, by reason of the Syndicate contract, have ceased, and the Treasury cash balance is so large that even deficient revenues furnish no occasion for alarm. Last year labor strikes were prevalent all over the country. This year the most marked feature in the situation is the voluntary advances in wages made to employees by manufacturing establishments all over the country. Instances of such advances have been exceedingly numerous, have not been confined to any one industry, but have extended to many different industries. Besides satisfying the wage earners and giving that important class of the population more money to spend, the significance of such advances lies in showing that business has sufficiently improved to permit them.

No doubt the small extent of the present year's gain will be contrasted unfavorably with the large extent of last year's loss. Our present year's statement shows \$1,639,344 gain, or 4.65 per cent. Our last year's statement recorded \$6,084,703 loss, or 14.86 per cent. But it is not difficult to explain this difference. If in a number of very important particulars the conditions the present year were favorable, in some other particulars they were just the reverse, and that makes the good returns of earnings shown in so many cases all the more noteworthy. The adverse features, as of course our readers are well aware, arise mainly out of last season's short crops. These poor crops left some sections of the country in an impoverished state and diminished the purchasing power of farmers nearly everywhere, besides reducing very greatly the grain traffic of the roads and also diminishing the movement of live stock. As regards the falling off in the grain

traffic, the importance of that item can be judged from a few statistics bearing on the same. Take first, wheat. At the leading lake and river ports of the West, the receipts for the four weeks ending April 27 the present year were only 5,186,885 bushels, against 7,176,630 bushels last year. If we go a year further back to 1893 we find that then the receipts of wheat in the same four weeks were 11,390,955 bushels, though in that year an attempt to corner wheat at Chicago made the movement exceptionally large. In the case of corn, the falling off from last year is yet more striking; for the four weeks of 1895 the receipts were only 3,464,975 bushels, against 8,809,763 bushels in 1894. In oats, also, there was a large falling off, the receipts being 6,449,224 bushels, against 8,371,819 bushels. Even the minor cereals, like barley and rye, have shared in the downward movement. Altogether the receipts of wheat, corn, oats, barley and rye were but 16,219,264 bushels the present year, against 25,606,034 bushels last year, and of flour the receipts were only 683,354 bbls., against 1,147,062 bbls. Below we give the details of the grain movement in our usual form.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDING APRIL 27 AND SINCE JANUARY 1.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
Chicago—						
4 wks. Apr., 1895	280,458	340,619	1,855,494	4,218,880	553,230	90,710
4 wks. Apr., 1894	458,082	669,155	4,073,206	5,385,712	424,018	117,453
Since Jan. 1, 1895	1,013,644	1,284,354	11,993,120	16,001,870	1,560,087	257,821
Since Jan. 1, 1894	1,009,274	4,006,131	28,084,569	20,845,230	3,993,511	590,555
Minneapolis—						
4 wks. Apr., 1895	100,665	521,180	85,150	401,000	309,090	45,770
4 wks. Apr., 1894	121,775	476,050	102,700	381,000	310,980	81,280
Since Jan. 1, 1895	414,190	1,872,307	433,550	2,088,000	1,681,637	225,362
Since Jan. 1, 1894	710,670	3,437,815	859,500	1,857,000	3,967,040	371,690
St. Louis—						
4 wks. Apr., 1895	85,940	138,557	269,985	600,200	67,500	5,520
4 wks. Apr., 1894	104,975	269,362	2,659,835	791,000	44,500	7,950
Since Jan. 1, 1895	391,150	514,510	3,017,980	2,140,835	50,350	40,901
Since Jan. 1, 1894	402,781	1,140,551	12,162,521	3,153,506	544,750	55,426
Portland—						
4 wks. Apr., 1895	3,414	250,400	250,200	23,100	12,300	1,800
4 wks. Apr., 1894	8,407	673,700	341,200	4,700	3,000	6,100
Since Jan. 1, 1895	31,720	1,558,600	2,081,800	49,700	27,000	11,900
Since Jan. 1, 1894	32,993	1,679,300	2,905,700	39,700	5,900	25,400
Detroit—						
4 wks. Apr., 1895	19,100	79,790	100,680	133,211	121	.....
4 wks. Apr., 1894	10,685	527,430	105,175	138,528	51,798	.....
Since Jan. 1, 1895	40,633	677,386	890,580	471,347	160,070	.....
Since Jan. 1, 1894	49,396	1,646,970	898,717	485,677	234,419	.....
Cleveland—						
4 wks. Apr., 1895	38,560	198,507	89,700	88,952	22,428	.....
4 wks. Apr., 1894	20,952	115,949	32,970	137,768	.....	.....
Since Jan. 1, 1895	174,142	986,334	549,483	701,234	90,469	.....
Since Jan. 1, 1894	95,552	498,767	1,191,091	458,136	20,507	.....
Port—						
4 wks. Apr., 1895	21,225	29,800	758,400	903,000	90,560	3,000
4 wks. Apr., 1894	18,850	33,900	1,398,760	1,513,600	51,000	21,000
Since Jan. 1, 1895	104,175	178,090	4,134,410	4,040,900	738,500	36,300
Since Jan. 1, 1894	85,500	179,400	6,450,000	5,319,900	518,300	55,300
Omaha—						
4 wks. Apr., 1895	142,083	1,602,743	.....	64,601	1,864	.....
4 wks. Apr., 1894	333,354	1,103,815	.....	2,134	.....	.....
Since Jan. 1, 1895	220,087	5,839,879	.....	207,997	32,165	.....
Since Jan. 1, 1894	461,743	4,658,179	94,806	11,767	1,371	.....
Minneapolis—						
4 wks. Apr., 1895	.....	2,007,960	37,790	.....	.....	.....
4 wks. Apr., 1894	.....	3,025,140	132,400	.....	.....	.....
Since Jan. 1, 1895	.....	11,146,890	325,995	.....	.....	.....
Since Jan. 1, 1894	.....	13,135,780	658,630	.....	.....	.....
Kansas City—						
4 wks. Apr., 1895	.....	17,129	15,881	16,800	.....	.....
4 wks. Apr., 1894	.....	282,439	60,517	33,687	.....	.....
Since Jan. 1, 1895	.....	123,538	144,290	30,384	.....	.....
Since Jan. 1, 1894	.....	1,336,925	226,514	37,619	.....	.....
Total of all—						
4 wks. Apr., 1895	683,354	5,146,845	3,464,975	6,449,224	905,586	158,614
4 wks. Apr., 1894	1,147,062	7,176,630	8,809,763	8,371,819	1,033,571	214,061
Since Jan. 1, 1895	2,339,747	4,761,854	13,013,245	25,732,627	4,990,426	861,891
Since Jan. 1, 1894	3,447,108	30,595,308	51,270,541	31,905,451	8,688,797	1,039,944

If to this loss of 9½ million bushels in grain and nearly half a million bbls. in flour we add the falling off in the movement of live stock (the receipts at Chicago for April having been only 17,719 car-loads, against 23,876 car-loads in 1894) and then bear in mind the diminished purchasing capacity of the farmers in the afflicted sections as the result of their small surpluses of grain and live stock, we get an idea of how seriously the traffic of the roads must have been affected by the circumstances in question. We annex a table to show the grain and provisions movement at Chicago for the even month. It will be observed that the receipts of grain at this point reached only 7,893,409 bushels in April, 1895, against 11,357,929 bushels in 1894 and 12,785,150 bushels in 1893. Of live hogs (which form part of the live-stock movement already

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referred to) the receipts were 485,526 head, against 559,936 head last year.

RECEIPTS AT CHICAGO DURING APRIL AND SINCE JANUARY 1.

	April.			Since January 1.		
	1895.	1894.	1893.	1895.	1894.	1893.
Wheat, bush.	390,619	401,084	4,555,122	1,005,525	4,118,060	15,594,215
Corn, bush.	2,140,264	4,284,115	2,946,158	12,165,489	33,595,498	14,783,399
Oats, bush.	4,656,302	5,753,612	4,469,826	16,370,107	21,188,130	17,921,741
Rye, bush.	112,600	124,745	73,255	565,481	533,537	541,543
Barley, bush.	503,564	508,478	760,839	3,563,830	3,996,771	4,600,420
Total grain	7,803,409	11,357,920	12,785,150	34,570,411	58,135,506	59,433,318
Flour, bbls.	304,220	453,550	383,430	1,031,099	1,624,742	1,702,006
Port. bbls.	1,051	06	2	3,270	2,742	426
Outm'ts lbs.	14,077,914	11,778,939	7,787,223	57,612,541	41,578,732	33,324,563
Lard, lbs.	2,667,330	5,105,353	2,743,200	20,116,415	24,203,344	15,376,651
Live horns No.	485,526	559,936	411,182	2,895,713	2,529,850	1,810,749

We have stated above that the gain of \$1,639,344 in the gross earnings of the roads reporting follows a loss of \$6,084,703 in 1894. In April of the years preceding there were fair-sized gains, as may be seen by the following:

	Mileage.		Earnings.		Increase or Decrease.
	Year Given.	Year Preceding.	Year Given.	Year Preceding.	
April.					
1891 (150 roads).....	90,003	88,032	\$8,742,249	\$8,950,469	Inc. 1,752,750
1892 (150 roads).....	90,914	91,168	42,102,375	40,608,228	Inc. 1,494,147
1893 (144 roads).....	93,995	92,089	40,285,767	33,895,195	Inc. 1,890,572
1894 (125 roads).....	98,045	95,447	34,871,188	40,935,899	De. 6,064,703
1895 (125 roads).....	99,460	99,355	36,898,065	35,259,321	Inc. 1,639,344
Jan. 1 to April 30.					
1891 (147 roads).....	90,165	87,802	148,550,030	140,554,584	Inc. 7,995,483
1892 (147 roads).....	98,729	90,025	160,619,963	157,586,613	Inc. 11,675,350
1893 (142 roads).....	93,765	91,859	161,942,914	157,643,926	Inc. 4,298,988
1894 (123 roads).....	97,955	95,357	142,581,542	164,043,811	De. 21,462,269
1895 (124 roads).....	99,263	99,161	145,108,716	143,616,894	Inc. 1,491,822

Out of the 125 roads contributing returns the present year, only 36 show losses in earnings. Out of these 36 roads only six have losses in excess of \$30,000 each, and with one exception these six are all grain-carrying roads and have suffered from last year's crop shortage. The Rock Island has fallen \$235,465 behind, the St. Paul \$203,052, the Canadian Pacific \$57,471, the Columbus Hocking Valley & Toledo \$40,751, the St. Joseph & Grand Island \$35,747 and the Kansas City Fort Scott & Memphis \$35,314.

Among the roads distinguished for large gains—and as already pointed out these outnumber the roads having losses nearly three to one—the Great Northern, which suffered so severely last year from the strike of its employees, very naturally stands first. It reports an increase of \$435,821. The Northern Pacific, running through the same section of country, has a gain of \$237,288. The other large gains come from roads in various parts of the country—the New York Central having \$177,444 increase, the Missouri Kansas & Texas \$119,451, the Illinois Central \$101,535, the Cleveland Cincinnati Chicago & St. Louis \$100,798, the Wabash \$86,642, the Norfolk & Western \$65,081, the Mexican Central \$63,538, the Pittsburg & Western \$58,195, the Chesapeake & Ohio \$47,544, &c., &c. The following is a full list of all the principal gains and losses.

PRINCIPAL CHANGES IN GROSS EARNINGS IN APRIL.

Increases.		Decreases.	
Great Northern (3 rds.)	\$435,821	Louis. N. Alb. & Chic.	\$34,267
Northern Pacific	237,288	Flint & Pere Marq.	33,155
N. Y. Cent. & Hud. Riv.	177,444	St. Louis Southwestern	31,906
Mo. Kan. & Texas	119,451	Denver & Rio Grande	31,200
Illinois Central	101,535		
Clev. Cin. Chic. & St. L.	100,798	Total (representing	
Wabash	86,642	32 roads).....	\$1,991,623
Norfolk & Western	65,081		
Mexican Central	63,538		
Pitta. & West. (3 rds.)	58,195	Chic. Rock I. & Pac.	\$235,465
Chesapeake & Ohio	47,544	Chic. Mil. & St. Paul	203,052
Gd. Rap. & Ind. (4 rds.)	45,740	Canadian Pacific	57,471
E. & O. Southwest	42,018	Col. Rock. Val. & Tol.	40,751
Louis. & Nashv.	37,701	St. Joseph & Gd. Isl.	35,747
Int. & Gt. Northern	37,487	Kan. C. Ft. S. & Mem.	35,314
Lake Erie & Western	36,474		
Mexican Railway	34,533	Total (representing	
Atch. Top. & S. Fe (4 rds.)	33,805	6 roads).....	\$607,800

* For three weeks only.

In the South the roads had the advantage of a large cotton movement, the receipts of cotton overland hav-

ing been 119,087 bales against 74,730 bales last year, and the receipts at the Southern outports 299,389 bales against 198,716 bales. The movement in the latter particular is shown in the following.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN APRIL, AND FROM JANUARY 1 TO APRIL 30, IN 1895, 1894 AND 1893.

Ports.	April.			Since January 1.		
	1895.	1894.	1893.	1895.	1894.	1893.
Galveston.....bales.	51,450	26,738	21,202	418,841	179,338	207,995
Ve'asco, &c.	4,337	953	3,703	28,020	8,768	13,515
New Orleans.....	138,579	61,863	80,761	817,226	543,803	487,865
Mobile.....	7,130	7,564	5,171	68,764	49,580	32,007
Florida.....	1,265	2,179	8.0	8,670	9,314	6,993
Savannah.....	33,553	24,751	28,047	239,952	194,270	182,079
Brunswick, &c.	5,321	11,123	149	44,667	35,819	12,707
Charleston.....	10,801	6,878	6,834	110,130	66,575	35,500
Port Royal, &c.	11,283	9,671	.....	73,358	29,825	101
Wilmington.....	3,807	2,032	1,516	33,386	29,093	18,077
Washington, &c.	10	.....	.....	125	83	177
Norfolk.....	15,411	26,176	21,380	135,500	116,351	74,533
West Point, &c.	10,127	16,728	5,828	90,899	88,752	20,641
Total.....	290,389	193,716	175,391	2,080,579	1,340,550	1,051,131

Aided by this larger cotton movement, Southern roads as a rule show improved returns as compared with a year ago, though the gains mostly are only moderate, the Norfolk & Western, however, being an exception to the rule and reporting a considerable amount of increase. There are only six roads in this section which have fallen behind in their earnings, namely the Kansas City Memphis & Birmingham, the Louisville St. Louis & Texas, the Memphis & Charleston, and three small lines. From the following table it will be seen that the roads embraced in it suffered a reduction of their earnings last year from \$5,364,931 to \$4,591,907 and now for 1895 show a recovery to \$4,758,593.

EARNINGS OF SOUTHERN GROUP.

April.	1895.	1894.	1893.	1892.	1891.	1890.
Ges. & Ohio.....	\$ 739,748	\$ 696,204	\$ 861,823	\$ 734,697	\$ 670,407	\$ 594,402
Kan. C. Mem. & Bir.	a \$64,109	a \$8,100	81,173	69,605	91,376	91,062
Louis. & Nashv.	1,435,610	1,397,009	1,675,503	1,636,027	1,507,048	1,478,007
Memphis & Char.	\$7,602	91,463	102,416	95,462	120,765	140,808
Mobile & Ohio.....	265,914	251,909	250,115	259,957	281,361	254,113
Norfolk & West. b	788,904	473,823	928,016	788,326	763,752	697,638
Southern R'way..	1,376,706	1,366,493	1,459,086	1,464,880	1,636,670	.....
Total.....	4,758,593	4,591,907	5,364,931	5,043,678	5,109,679	.....

a Figures here for 1895 and 1894 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.

b Including Scioto Valley & New England and Shenandoah Valley for all the years.

* Figures for fourth week not reported; taken same as last year.

+ Does not include the Elizabethtown Lexington & Big Sandy road in this and preceding years.

* Figures are approximate, same as for this year; actual earnings were larger.

For the other groups the result is much the same—that is, after a heavy loss last year there is a small recovery the present year. In the Southwestern group the exhibits are rather irregular; in those cases where the grain movement preponderates losses are the rule, while on the other hand where the cotton movement predominates there we have gains.

EARNINGS OF SOUTHWESTERN GROUP.

April.	1895.	1894.	1893.	1892.	1891.	1890.
A. T. & S. F.	\$ 3,291,486	\$ 3,257,69	\$ 3,912,175	\$ 3,673,888	\$ 3,478,358	\$ 3,420,357
Den. & Rio Gr.	519,000	457,800	652,534	624,680	650,938	636,493
Int. & Gt. No.	274,338	236,851	320,492	270,511	268,090	256,117
K. C. F. S. & M. +	a 293,949	a 332,293	432,166	422,921	419,189	401,364
Mo. K. & Tex.	901,351	781,900	846,636	718,924	682,183	620,855
Mo. P. & Ir. Mt.	1,808,000	1,814,036	2,611,091	1,958,429	1,910,375	.....
St. Jos. & Gr. I.	47,190	82,937	84,855	78,727	70,292	119,180
St. L. Southw.	357,100	325,194	411,625	302,676	287,950	259,873
Texas & Pac.	477,202	475,528	622,062	471,278	531,363	525,681
Total.....	7,070,616	7,704,190	9,240,536	8,522,335	8,325,204	.....

+ Includes the Kansas City Clinton & Springfield and the Current River for all the years except 1890.

a Figures here for 1895 and 1894 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.

The Northwestern group, on account of last year's short crops, has done poorest of all. Yet even here on the roads in the following table the total for 1895 is slightly above that for 1894. It is proper to say,

however, that the balance is on the right side simply because of the large gain for an exceptional reason on the Great Northern.

EARNINGS OF NORTHWESTERN LINES.

April.	1895.	1894.	1893.	1892.	1891.	1890.
Burl. Ced. R. & No.	274,722	272,628	290,364	292,937	254,297	203,689
Chic. Gt. West....	231,020	278,983	318,665	353,635	387,078	316,144
Chic. Mil. & St. P.	2,054,182	2,257,234	2,014,658	2,428,016	2,105,560	1,908,966
Milwan. & No.			143,980	135,890	138,591	134,630
Chic. R. I. & Pac.	1,137,905	1,373,370	1,393,051	1,336,421	1,267,815	1,229,200
Duluth S.S. & Atl.	131,451	112,115	167,979	179,002	130,139	150,695
Gr. Northern.....	1,041,339	605,519	1,173,657	1,081,541	963,381	873,717
Iowa Central.....	115,272	128,245	131,061	128,897	127,783	110,009
Minn. & St. Louis.	145,080	125,141	130,802	140,316	117,355	100,693
St. Paul & Duluth	99,267	89,052	136,052	137,418	114,952	105,912
Total.....	5,281,142	5,242,360	6,550,269	6,214,759	5,586,571	5,275,604

The Eastern trunk lines nearly all have done better than a year ago, the New York Central reporting an increase of \$177,444 and the Cleveland Cincinnati Chicago & St. Louis \$100,798 increase.

EARNINGS OF TRUNK LINES.

April.	1895.	1894.	1893.	1892.	1891.	1890.
B. & O. S.W.	511,014	469,026	295,402	186,588	178,295	170,203
Oh. & Miss.			325,909	297,873	309,212	314,650
C.C. & St. L.	1,105,022	1,004,324	1,108,971	1,113,676	1,010,052	1,046,593
G.T. of Can.	1,344,721	1,327,006	1,400,936	1,507,807	1,395,177	1,534,085
Ch. & G.T.*	220,769	232,210	276,618	302,494	283,911	309,349
D.G. & H.M.*	71,302	74,840	88,844	89,170	84,414	88,995
N.Y.C. & H.*	3,450,220	3,272,785	3,765,031	3,635,818	3,341,010	3,356,484
Wabash.....	960,123	873,481	993,196	1,032,952	995,189	1,000,316
Total.....	7,060,210	7,254,172	8,219,601	8,186,354	7,627,240	7,824,005

* For four weeks ended April 28.

† Includes Rome Watertown & Ogdensburg for all the years.

* Figures for four week not reported; taken same as last year.

Like the trunk lines, the other roads in the Middle and Middle Western States have done quite well. An exception needs to be made, however, in the case of the bituminous coal roads like the Columbus Hocking Valley & Toledo, whose coal traffic has been unsettled by reason of the uncertainty regarding miners' wages in the Pittsburg region, the scale in the Ohio region being dependent on that in the other region.

EARNINGS OF MIDDLE AND MIDDLE WESTERN ROADS.

April.	1895.	1894.	1893.	1892.	1891.	1890.
Burl. Roch. & Pitt.	243,110	216,291	321,680	285,491	244,302	169,248
Chicago & East. Ill.	234,168	274,513	330,186	318,947	294,700	261,512
Chic. & West Mich.	218,834	212,019	172,785	173,782	143,534	130,048
Col. H. V. & Tol.	101,904	232,655	276,837	285,929	250,679	258,378
Det. Lansing & No.	99,021	681,102	100,977	99,227	105,193	100,526
Evansv. & Terre H.	88,821	78,924	102,805	102,875	96,178	81,406
Flint & P. Marq....	232,882	190,727	263,613	230,412	259,469	274,325
Gr. Rap. & Ind.....	239,681	193,311	208,982	269,100	255,036	279,433
Illinois Central....	1,448,980	1,347,425	1,342,993	1,410,308	1,376,572	1,335,973
Lake Erie & West.	281,035	245,161	294,816	262,135	230,952	233,373
Long Island.....	228,732	290,195	304,909	296,785	296,780	272,402
Lou. Evans. & St. L.	100,769	114,958	144,361	118,142	121,748	102,191
Louis. N.A. & Chic.	204,106	229,869	266,791	262,714	207,001	200,644
N. Y. Ont. & West.	281,263	251,285	285,821	281,484	228,080	174,993
Pittsb. & West'n.	219,146	160,951	237,933	204,471	149,773	185,771
St. L. Alt. & T. H.	95,900	108,590	135,422	116,136	106,463	97,693
Tol. Ann. Ar. & N.M.	86,045	95,329	80,510	90,941	80,555	100,160
Tol. & Ohio Cent. B.	130,690	138,303	161,984	158,802	161,101	149,789
Tol. Peo. & West.	70,627	66,735	69,427	74,007	73,731	75,652
Tol. St. L. & K. C.	138,773	114,224	132,548	157,307	141,952	133,569
West. N. Y. & Pa.	243,941	239,594	305,105	272,856	268,475	207,541
Wheel. & L. Erie..	112,147	120,286	136,637	124,872	111,799	96,135
Total.....	5,263,618	4,910,918	5,926,045	5,596,476	5,205,141	4,980,012

† Includes Toledo Columbus & Cincinnati for all the years.

* Figures here for 1893 and 1891 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.

* Figures for last three weeks not reported; taken same as last year.

As regards the two Pacific roads from which we have returns, it has already been mentioned that the Canadian Pacific has a loss, but the Northern Pacific a considerable gain, both having lost heavily in the two years preceding.

EARNINGS OF PACIFIC ROADS.

April.	1895.	1894.	1893.	1892.	1891.	1890.
Can. Pacific.....	1,344,000	1,301,471	1,509,314	1,071,317	1,068,368	1,330,484
Northern Pacific..	1,354,075	1,117,387	1,053,257	1,761,451	1,905,261	1,923,073
Rio Gr. West'n....	192,900	164,600	200,035	212,959	192,730	131,006
Total.....	2,790,975	2,583,458	2,762,606	2,045,727	2,166,359	2,384,563

GROSS EARNINGS AND MILEAGE IN APRIL.

Name of Road.	Gross Earnings.			Mileage.	
	1895.	1894.	Increase or Decrease.	1895.	1894.
Ach. T. & S. Fe Sys...	2,363,470	2,363,952	-\$482	6,482	6,719
St. L. & S. Fran. Sys.	477,626	483,020	+14,906	1,328	1,332
Atlantic & Pacific.	308,793	308,833	-1,130	943	947
Colorado Midland...	141,637	120,876	+20,811	330	330
Atlantic & Danville.	51,245	44,316	+6,929	285	285
Balt. & Ohio Southw.	511,044	469,026	+42,018	921	917
Birm'ham & Atlantic	1,434	1,997	-563	22	22
Brooklyn Elevated.	167,297	155,727	+11,570	20	20
Buff. Roch. & Pittsb.	243,110	216,291	+26,819	334	334
Burl. Ced. R. & No.	274,722	272,628	+2,094	1,134	1,134
Canadian Pacific....	1,244,000	1,301,471	-57,471	6,391	6,327
Chesapeake & Ohio.	739,745	692,204	+47,541	1,392	1,275
Chic. & East Illinois.	234,168	274,513	-40,345	515	515
Chic. Great Western.	281,930	278,983	+2,947	922	922
Chic. Mil. & St. Paul.	2,054,182	2,257,234	-203,052	6,142	6,142
Chic. Peo. & St. Louis.	72,616	59,307	+13,309	222	222
Chic. R. Isl. & Pac.	1,137,905	1,373,370	-235,465	3,571	3,571
Chic. & West Mich.	138,834	120,119	+18,715	575	575
Chic. Geo. & Ports...	5,236	5,161	+75	42	42
Chic. Jack. & Mack.	29,878	43,176	-13,298	34	34
Cinn. Ports'nth & Va.	21,509	18,831	+2,678	111	111
Clev. Akron & Col.	76,368	70,217	+6,151	194	194
Clev. Canton & So.	53,564	40,556	+13,008	216	216
Clev. Cin. Ch. & St. L.	1,105,022	1,004,324	+100,798	1,850	1,850
Clev. Lorain & Wheel.	95,682	82,758	+12,924	195	195
Col. Hock. Val. & Tol.	191,904	232,655	-40,751	329	329
Col. San'y. & Hock.	66,350	50,558	+15,792	272	272
Colusa & Lake.....	1,000	1,000		22	22
Deav. & Rio Grande.	519,006	487,800	+31,206	1,687	1,687
Det. Lans'g. & North.	90,201	81,102	+9,099	334	334
Dul. So. Shore & Atl.	131,451	112,115	+19,336	589	589
Elgin Joliet & East.	103,620	82,118	+21,502	182	182
Evansv. & Indianap.	20,971	20,770	+201	156	156
Evansv. & Richm'd.	8,423	10,426	-2,003	102	102
Evansv. & T. Haute.	88,821	78,924	+9,897	165	165
Flint & Pere Marq...	223,882	190,727	+33,155	637	637
Gen. Trunk of Canada.	85,434	84,407	+1,027	469	469
Ft. Worth & Rio Gr.	31,328	28,985	+2,343	146	146
Gadsden & Att. Un.	700	416	+284	11	11
Georgia.....	93,959	89,603	+4,356	307	307
Ga. South. & Florida.	61,492	61,167	+325	285	285
Gr. Rapids & Indiana.	184,739	154,564	+30,175	436	436
Chic. Rich. & Ft. W.	39,536	27,216	+12,320	86	86
Traverse City.....	3,749	3,954	-205	26	26
Musk. Gr. R. & Ind.	11,057	7,607	+3,450	37	37
Gr. Trunk of Canada.	1,344,721	1,327,006	+17,715	3,512	3,512
Chic. & Gr. Trunk.	169,783	172,227	-2,444	335	335
Det. Gr. Hav. & Mil.	55,769	56,307	-538	189	189
Gr. N. S. P. M. & M.	843,221	491,275	+351,946	3,721	3,709
Eastern of Minn....	67,721	61,632	+6,089	72	72
Montana Central...	130,291	52,605	+77,686	256	256
Gulf & Chicago.....	3,242	2,984	+258	62	62
Hameston & Shen.	6,700	9,155	-2,455	95	95
Illinois Central....	1,448,980	1,347,425	+101,555	2,888	2,888
Ind. & W. Va. Ry.	34,480	25,929	+8,551	152	152
Internat'l. & Gt. No.	27,338	236,851	-209,513	525	525
Inter-oceanic (Mex.)	133,234	147,728	-14,494	519	519
Iowa Central.....	115,272	128,245	-12,973	497	497
Iron Railway.....	4,875	2,932	+1,943	20	20
Kanawha & Mich.	34,533	29,787	+4,746	173	173
Kan. C. Ft. S. & Mem.	296,949	332,263	-35,314	916	916
Kan. C. Mem. & Bir.	44,870	48,867	-3,997	276	276
Kan. City & W. Va.	16,231	22,043	-5,812	175	175
Kan. C. & Beatrice.	348	52	+296	29	29
Kan. C. Pittsb. & Gulf.	45,938	33,351	+12,587	237	237
Kan. City Sub. Belt.	16,772	15,225	+1,547	35	35
Keokuk & Western.	24,857	30,497	-5,640	148	148
Lake Erie All. & So.	5,323	7,266	-1,943	61	61
Lake Erie & Western.	281,035	245,161	+35,874	725	725
Lehigh & Hud. River.	37,982	31,969	+6,013	90	90
Long Island.....	282,732	290,195	-7,463	366	366
Los Angeles Termini.	15,981	14,618	+1,363	80	80
Louis. Evans. & St. L.	100,769	114,958	-14,189	372	372
Louis. & Nashville.	1,435,610	1,397,909	+37,701	2,955	2,955
Louis. N. Alb. & Chic.	284,166	229,899	+54,267	537	537
Louis. St. L. & Tex.	32,594	33,652	-1,058	166	166
Macon & Birm'ng'm.	4,502	5,238	-736	97	97
Manistiquet.....	8,643	1,313	+7,330	44	44
Memp. & Charles'n.	54,080	57,941	-3,861	330	330
Mexican Central....	757,618	694,078	+63,540	1,860	1,860
Mexican National...	351,135	351,135		1,219	1,219
Mexican Railway....	218,716	180,383	+38,333	321	321
Mexican Southern...	31,470	32,349	-879	227	227
Minn. & St. Louis.	145,080	125,141	+19,939	358	358
Mo. Kan. & Tex. Sys.	901,351	781,900	+119,451	1,885	1,723
Mo. Pac. & Iron Mt.	1,750,000	1,742,692	+7,308	4,990	4,990
Central Branch....	49,000	71,344	-22,344	388	388
Mobile & Ohio.....	265,914	251,909	+14,005	687	687
N. Orleans & South.	5,356	5,937	-581	65	65
N.Y. Cent. & Hud. Riv.	3,450,220	3,272,785	+177,444	2,396	2,396
N. Y. Ont. & West.	281,263	251,285	+29,978	477	477
Norfolk & Western.	789,904	723,823	+66,081	1,567	1,567
Northern Pacific....	1,354,075	1,117,387	+236,688	4,495	4,495
Ohio River.....	57,960	49,229	+8,731	215	215
Ohio River & Char.	15,881	11,520	+4,361	207	207

Name of Road.	Gross Earnings.			Mileage.	
	1895.	1894.	Increase or Decrease.	1895.	1894.
W. Va. Cent. & Pitts.	\$1,376	\$6,310	+5,066	152	152
Wheel. & Lake Erie.	112,147	120,260	-8,119	260	260
Wrightsville & Tennille.	7,626	5,491	+2,145	35	35
Total (125 roads).	36,998,665	35,259,321	+1,639,344	99,460	99,355

* For three weeks only.
† For four weeks ended April 28.

GROSS EARNINGS FROM JANUARY 1 TO APRIL 30.

Name of Road.	1895.	1894.	Increase.	Decrease.
Ach. Top. & S. Fe Sys.	9,082,391	9,022,623	\$9,763	
St. L. & S. Fran. Sys.	1,827,894	1,856,953		29,264
Atlantic & Pacific	1,132,597	1,021,505	111,092	
Colorado Midland	486,502	503,503		17,006
Balt. & O. Southwest	166,220	156,721	9,499	
Birmingham & Atlantic	2,041,817	2,013,045	28,772	
Brooklyn Elevated	5,353	7,378		2,025
Buff. Roch. & Pittsburg	763,645	603,157	160,488	
Burl. Ced. Rap. & No.	919,016	888,170	50,846	
Canadian Pacific	1,149,419	1,201,970		52,551
Chesapeake & Ohio	4,600,327	5,228,597		628,270
Chic. & East'n Illinois	2,976,954	2,855,369	121,585	
Chic. Great Western	1,191,642	1,147,534	44,108	
Chic. Milw. & St. Paul	1,667,806	1,147,901	80,095	
Chic. Peo. & St. Louis	8,132,320	9,034,640		902,320
Chic. Rock Isl. & Pac.	285,751	236,083	49,668	
Chic. & West Michigan	4,471,154	5,432,337		961,183
Chic. & West Michigan	509,938	479,071	30,867	
Chic. & West Michigan	18,679	19,370		691
Chic. Jackson & Mack	173,440	191,426		17,986
Cinn. Port. & Virginia	77,773	66,723	11,050	
Cleveland Canton & So.	197,751	158,243	39,508	
Clev. Cin. Chic. & St. L.	4,231,868	3,876,171	355,697	
Clev. Lorain & Wheel	353,214	305,620	47,594	
Col. Hock. Val. & Toledo	750,373	809,944		59,571
Col. San'y & Hocking	270,876	180,138	90,738	
Colusa & Lake	4,620	5,109		489
Deny. & Rio Grande	2,025,454	1,981,022	44,432	
Det. Lansing & North'n	351,046	328,406	22,640	
Det. So. Shore & A.L.	324,411	422,839		101,579
Elgin Joliet & East.	364,538	366,801		2,263
Evansv. & Indianapolis	85,818	94,025		8,207
Evansv. & Richmond	28,644	30,409		1,855
Evansv. & Terre Haute	334,774	346,485		11,711
Flint & Pere Marquette	802,840	830,435		27,595
Ft. Worth & Deny. Cy.	354,169	349,938	4,231	
Ft. Worth & Rio Grande	146,217	88,414	57,803	
Gadsden & Atlanta Un.	2,481	1,978	453	
Georgia	412,682	455,108		42,426
Gr. South'n & Florida	251,894	291,298		39,404
Gr. Rapids & Indiana	653,044	596,723	56,321	
Gr. Rich. & Ft. Wayne	139,436	120,779	18,657	
Traverse City	13,302	17,055		3,753
Mus. Gr. R. & Ind.	36,944	28,254	8,690	
Gr. Trunk of Canada	5,242,808	5,450,271		207,463
Chic. & Gr. Trunk	781,006	870,003		88,997
Det. Gr. H. & Milw.	280,080	280,655		10,575
Great Nor. St. P. M. & M.	3,136,585	2,584,058	552,527	
Eastern of Minnesota	333,453	241,899	91,754	
Montana Central	479,339	403,524	75,815	
Gulf & Chicago	13,818	13,321	497	
Humeston & Shenand'h	32,900	38,553		5,653
Illinois Central	6,058,704	5,752,118	306,586	
Indiana Dec. & West	142,893	107,663	35,230	
Int. & Great Northern	1,246,035	995,751	247,304	
Intercolonial (Mex.)	738,916	758,358		19,442
Iowa Central	481,223	585,397		104,172
Iron Railway	17,069	14,202	2,867	
Kanawha & Michigan	126,663	112,496	14,167	
Kansas C. Ft. S. & Mem.	1,381,302	1,537,452		156,150
Kan. City Mem. & Bir.	290,857	329,012		38,155
Kan. City & N. W.	70,554	105,580		35,026
Kan. City & Beatrice	1,620	4,164		2,544
Kan. City Pitts. & Gulf	164,716	105,095	59,621	
Kansas City Sub. Belt.	61,925	59,980	1,945	
Keokuk & Western	107,192	123,621		16,429
L. Erie Alliance & So.	26,421	24,705	1,716	
Lake Erie & Western	1,105,487	985,101	120,386	
Lehigh & Hudson River	142,584	120,797	21,787	
Long Island	948,436	986,863		38,427
Los Angeles Terminal	82,848	52,147	10,701	
Louis. Evansv. & St. L.	425,968	470,479		41,511
Louisville & Nashville	6,091,761	6,192,135		180,374
Louis. N. Alb. & Chic.	934,102	813,896	120,206	
Louis. St. L. & Texas	122,448	123,954		1,506
Macon & Birmingham	23,524	25,793		2,269
Manistique	39,012	11,469	27,543	
Memphis & Charleston	316,870	385,406		68,536
Mexican Central	3,076,353	2,814,728	261,625	
Mexican National	1,432,921	1,382,679	50,242	
Mexican Railway	1,078,517	975,671	102,846	
Mexican Southern	150,920	163,006		12,086
Minneapolis & St. Louis	523,741	516,672	7,069	
Missouri K. & Tex. sys.	3,580,162	2,877,407	702,755	
Mo. Pacific & Iron Mt.	6,823,587	7,031,379		207,792
Central Branch	181,904	277,166		95,262
Mobile & Ohio	1,049,885	1,083,809		33,924
N. Orleans & Southern	25,393	33,849		8,456
N. Y. Cent. & Hud. Riv.	13,286,047	12,995,639	290,408	
N. Y. Cent. & West'n	1,084,614	1,020,612	64,002	
Norfolk & Western	3,094,032	2,909,400	184,632	
Northern Pacific	4,534,588	4,142,116	392,472	
Ohio River	204,894	191,592	13,302	
Ohio Riv. & Charleston	60,615	59,071	1,544	
Ohio Southern	257,035	218,135	38,900	
Peoria Dec. & Evansv.	298,822	254,731	44,091	
Pittsb. Marion & Chic.	13,437	12,013	1,424	
Pittsb. Shen. & L. Erie	150,185	111,392	38,793	
Pittsburg & Western	452,186	371,988	80,198	
Pittsb. Cleve. & To.	237,321	192,990	45,331	
Pittsb. Paines. & F'p't	72,372	70,917	1,455	
Quincy Omaha & K. C.	77,644	72,640	5,004	
Rio Grande Southern	113,148	101,214	11,934	
Rio Grande Western	640,092	585,429	54,663	
San. Tuscola & Huron	35,899	33,511	2,388	
St. Jos. & Grand Island	204,697	326,647		121,950
St. L. Alb. & T.H. Br'chs.	421,237	454,207		32,970
St. L. Kennett & South.	1,211	9,378		1,833
St. Louis Southwestern	1,577,187	1,393,731	183,456	
St. Paul & Duluth	368,588	350,076	9,512	
San Fran. & No. Pacific	203,777	209,608		5,831

Name of Road.	1895.	1894.	Increase.	Decrease.
Savan. Amer. & Mont.	\$142,160	\$142,385		\$ 225
Sherman Shreve. & So.	115,623	94,588	21,240	
Southern Railway	5,632,579	5,889,413		256,834
Texas & Pacific	2,200,480	2,048,518	151,962	
Tol. Ann Arb. & N. M.	328,258	355,289		27,031
Toledo & Ohio Central	530,601	486,304	44,297	
Toledo Peoria & West'n	300,439	281,037	19,402	
Tol. St. L. & Kan. City	501,261	421,713	79,548	
Un. Pac. Den. & Gulf	811,812	822,274		10,462
Wabash	3,726,077	3,645,663	77,414	
West Va. Cent. & Pittsb.	313,053	303,978	9,077	
Wheeling & Lake Erie	410,615	395,938	14,677	
Wrightsville & Tennille	25,125	26,844		1,719
Total (124 roads)	145,108,716	143,616,894	6,212,706	4,726,894
Net increase			1,491,822	

* For three weeks only in April.
† To April 28.

STOCK EXCHANGE CLEARING-HOUSE TRANSACTIONS. — The subjoined statement includes the transactions of the Stock Exchange Clearing-House from April 29 down to and including Friday, May 10; also the aggregates for January, February, March and April in 1895, 1894 and 1893.

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS.

	Shares, both sides.		Balances, one side.		Sheets	
	Cleared.	Total Value.	Shares.	Value Shares.	Cash.	Cleared
1893—						
January	28,544,500	2,064,709,000	3,000,000	210,700,000	3,300,500	6,939
February	25,108,900	1,744,400,000	2,887,900	172,701,000	3,529,000	6,151
March	24,561,100	1,680,000,000	2,793,800	167,900,000	3,784,100	7,080
April	20,825,500	1,431,300,000	2,311,500	153,300,000	2,351,000	6,006
4 mos.	99,040,000	6,920,409,000	10,693,000	701,601,000	13,944,600	26,075
January	18,383,600	1,088,600,000	1,354,000	89,100,000	2,041,000	6,830
February	12,847,600	784,800,000	1,035,400	60,800,000	1,396,500	5,598
March	16,912,900	1,078,441,000	1,452,100	81,500,000	1,928,700	6,851
April	14,726,000	868,700,000	1,384,300	77,200,000	1,418,800	6,401
4 mos.	62,869,100	3,818,541,000	5,225,800	298,600,000	6,785,500	25,401
1894—						
January	13,593,500	896,200,000	1,091,000	88,700,000	1,483,100	6,424
February	12,080,600	762,100,000	907,500	55,000,000	1,133,500	6,315
March	10,037,700	1,207,500,000	1,493,000	85,400,000	1,920,400	6,540
April	15,798,200	1,004,800,000	1,710,500	94,500,000	1,390,300	6,434
4 mos.	60,481,000	3,870,600,000	5,292,000	299,600,000	5,942,300	24,963
1895—						
Apr. 29.	891,500	59,100,000	94,200	5,500,000	63,300	328
" 30.	843,100	50,900,000	96,900	5,100,000	70,300	321
May 1.	805,300	48,800,000	98,800	5,300,000	54,600	313
" 2.	927,600	64,700,000	120,400	6,100,000	54,200	329
" 3.	1,100,200	70,600,000	142,000	5,100,000	95,300	343
Tot. wk.	4,627,700	294,100,000	552,300	30,100,000	338,200	1,634
Wkly total	4,076,500	276,600,000	349,500	24,300,000	433,500	1,532
May 6.	1,548,000	95,500,000	181,500	9,800,000	97,300	346
" 7.	883,400	59,300,000	105,300	6,000,000	68,800	339
" 8.	1,083,000	72,400,000	128,000	7,600,000	119,000	332
" 9.	1,270,300	75,600,000	155,200	7,700,000	77,000	331
" 10.	1,344,600	75,100,000	168,000	7,700,000	115,400	342
Tot. wk.	6,129,800	377,900,000	739,000	38,800,000	477,500	1,690
Wkly total	3,770,500	256,300,000	329,800	19,200,000	365,600	1,491

The stocks cleared now are American Cotton Oil common, American Sugar common, American Tobacco common, Atchison, Central of N. J., Chicago Burlington & Quincy, Chicago Gas, Chicago Milwaukee & St. Paul common, Chicago & Northwestern common, Chicago Rock Island & Pacific, Delaware & Hudson, Delaware Lackawanna & Western, Distilling & Cattle Feeding, General Electric, Lake Shore & Michigan Southern, Louisville & Nashville, Manhattan, Missouri Kansas & Texas preferred, Missouri Pacific, New York Central, New York L. E. & West, New York & New England, North. Pac. pref., National Lead common, Phila. & Read., Southern Ry. common and preferred, Un. Pac., U. S. Cordage common and preferred, United States Leather common and preferred and Western Union.

Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, April 27, 1895.

The money market continues to ease off. At the Stock Exchange settlement this week borrowers were able to obtain all they required at about 1½ per cent, and in many cases even less. Short loans are freely made at ½ per cent and the rate of discount is weak at ¼ per cent. Some of the leading banks refuse to take bills below that rate; others, however, are operating freely at lower terms, and everything points to a decline before long. Gold is coming in in large amounts. The Bank of England holds just 37½ millions sterling in the metal, and the reserve is considerably over 23½ millions sterling. It is true that trade is slowly improving; but the trade demand is not considerable yet, and for many months is not likely to materially affect the market. Speculation is very active, but it is chiefly confined as yet to the South African department, and the principal buyers there

are Continental. The stock of gold in the Bank of France is very slightly declining, but it still largely exceeds 82½ millions sterling.

The price of silver has been fluctuating throughout the week around 3½d. per ounce. One of the Chinese provincial governments has just concluded a loan in Berlin for a million and a-half sterling, but it is understood that little of the proceeds will be taken in silver. In London the Chinese Imperial Government, on account of another of the provinces, has just arranged for a loan of a million sterling. It is understood that not more than £400,000 of the proceeds will be taken in silver. Severe criticism is passed here on the conduct of the Chinese Government and the provincial governments in borrowing these small amounts just before a great loan is to be brought out, and so injuring the credit of the empire. As is already known, the Chinese Government is to pay an indemnity to Japan of 200 million taels, or about 30 millions sterling. Negotiations are now going on here for a loan for 10 millions sterling—one-third of the indemnity—as a first instalment. It is believed that China is anxious to pay off the indemnity as quickly as possible. If the loan is successful—and on that point little doubt is entertained here—it is believed that only a small part of the amount will be taken in silver, as Japan will require almost the whole sum to pay for past and future purchases of naval and military supplies of all kinds. Still, the near approach of the loan and the hope that Chinese trade will largely expand are supporting the silver market and are fairly well maintaining all Eastern exchanges. The India Council on Wednesday offered for tender 60 lakhs of rupees in bills and telegraphic transfers, but sold little more than 48 lakhs. The whole amount was applied for but the Council refused to sell below 1s. 11-3/4d. per rupee. Since Wednesday it has been selling on a small scale by private contract.

The Stock Exchange settlement has been going on all through the week. In mining shares the settlement began nominally on Tuesday morning, really on Monday morning. The ordinary settlement began on Wednesday and the whole was officially concluded last evening. The "bull" account was not found to be very large, and in spite of the extraordinary buying of South African securities, even in them the account was by no means as heavy as had been anticipated. Most of the Continental buyers are paying for their purchases, and here at home the same thing is being done on an unusually great scale. During the settlement there has been an extraordinary rise in South African securities. The business on Thursday is said to have been the largest ever done in a single day, and the purchasing was not only on French, German and Dutch account, but the buying is now extending all over the Continent to countries which hitherto have held aloof. The result is that prices have been raised extravagantly above the real values. Whatever may be the development of South Africa, it is hardly credible that the present prices can be justified for a couple of years.

The wild excitement in the South African department is encouraging speculation in other markets; especially there has been a fair amount of business in the American department this week. Many of those who have made money in South Africans are now buying Americans, and it looks as if the movement would go on. Certainly American securities are in far greater favor than they have been for the last four or five years. The stoppage of gold withdrawals, the belief that the Syndicate will be able to prevent their resumption, and the movement in favor of sound money throughout the United States, are all restoring confidence here. As yet, though, the buying is rather speculative than for investment. Undoubtedly investors are buying, especially sound bonds; but the great public is yet rather timid. If, however, the market is well supported they will, no doubt, by and by recover courage.

Compared with the South African and the American departments other markets have been quiet, although even they have been more active than of late. International securities have not moved very much, but they have been firm; and South American securities are also in somewhat better favor. Much business is checked by the continued rise in the gold premium at Buenos Ayres. At this season of the year the premium ought to decline instead of rise, and it is feared, therefore, that its continued advance indicates political distrust. What are regarded here as the very best securities—consols, Indian sterling and colonial stocks, and British

railway debenture and preference stocks—are all at exceptionally high prices. Consols, for example, have touched 105½ this week. The market for British railway ordinary stocks, however, is quiet, for the traffic receipts are disappointing. During Easter-tide, compared with Easter-tide last year, there was an increase of about £100,000 from passenger traffic; yet taking the past five weeks together there is a still larger falling off in gross receipts of the companies; from all which it is very evident that the improvement in trade is as yet only partial. There is improvement undoubtedly in certain industries and in certain parts of the country; but there are complaints from other districts, and especially the agricultural industry is suffering greatly.

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

	1895 April 24.	1894 April 25.	1893. April 26.	1892. April 25.
Circulation.....	25,978,090	21,920,250	25,008,890	25,721,400
Public deposits.....	8,351,490	7,076,020	5,244,685	5,893,150
Other deposits.....	33,558,935	28,854,818	29,754,584	29,630,371
Government securities.....	12,785,234	9,379,038	11,708,101	11,256,001
Other securities.....	18,466,562	20,626,500	23,503,043	26,799,292
Reserve of notes and coin.....	28,313,592	23,717,957	16,180,185	16,924,409
Coin & bullion, both depart'mts	37,492,282	31,838,207	25,309,043	21,538,814
Prop. reserve to liabilities...p.c.	67 9-10	65½	43½	43½
Bank rate.....per cent.	2	2	2½	2
Consols, 2½ per cent.....	105½	100½	99 3-16	96 6-16
Silver.....	Apr. 25 30 9-16d. 29 5-16d.	38½d.	30½d.	30½d.
Clearing-House returns.....	113,764,000	110,420,000	108,656,000	104,924,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Apr. 26.		April 19.		April 12.		April 5.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	2	1½	2	1½	2	1½	2	1½
Berlin.....	3	1½	3	1½	3	1½	3	1½
Hamburg.....	3	1½	3	1½	3	1½	3	1½
Frankfort.....	3	1½	3	1½	3	1½	3	1½
Amsterdam.....	2½	1½	2½	1½	2½	1½	2½	1½
Brussels.....	2½	1½	2½	1½	2½	1½	2½	1½
Vienna.....	4	4	4	3½	4	3½	4	3½
St. Petersburg.....	6	5½	6	5½	6	5½	6	5½
Madrid.....	5	5	5	5	5	5	5	5
Copenhagen.....	3½	3½	3½	3½	3½	3½	3½	3½

The following shows the imports of cereal produce into the United Kingdom during the first thirty-four weeks of the season compared with previous seasons:

	1894-5.	1893-4.	1892-3.	1891-2.
Imports of wheat, cwt. 44,739,966	38,518,892	39,517,823	44,090,082	
Barley.....	18,380,244	22,040,391	11,817,221	14,089,563
Oats.....	8,985,527	8,389,353	8,071,188	8,635,411
Peas.....	1,829,479	1,758,236	1,508,517	2,010,770
Beans.....	2,893,342	3,574,877	2,942,031	2,311,240
Indian corn.....	17,135,614	21,220,066	18,948,193	18,297,778
Flour.....	13,004,090	12,437,348	13,773,063	13,340,516

Supplies available for consumption (exclusive of stocks on September 1):

	1894-5.	1893-4.	1892-3.	1891-2.
Wheat imported, cwt. 44,739,966	38,518,892	39,517,823	44,090,082	
Imports of flour.....	13,004,090	12,437,348	13,773,063	13,340,516
Sales of home-grown.....	15,104,954	16,129,251	18,441,474	21,335,998

	1894-5.	1893-4.	1892-3.	1891-2.
Total.....	72,849,010	67,085,481	71,732,360	79,264,596
Aver. price wheat 20s. 6d.	24s. 8d.	25s. 5d.	30s. 8d.	1891-2.
Average price, season.....19s. 10d.	26s. 0d.	26s. 9d.	35s. 1d.	

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

	This week.	Last week.	1894.	1893.
Wheat.....qrs.	3,432,000	3,340,000	3,268,000	3,318,000
Flour, equal to qrs.	492,000	279,000	376,000	431,000
Maize.....qrs.	197,000	204,000	589,000	263,000

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending May 10:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.	30½	30½	307½	307½	307½	307½
Consols, new, 2½ p. cts.	105½	105½	106½	106½	106½	106½
For account.....	105½	106	106½	106½	106½	106½
Fr'ch rentes (in Paris)fr.	102½	102½	102½	102½	102½	102½
U. S. 4s of 1907	102½	102½	102½	102½	102½	102½
Ath. Top. & S. Fe. com.	5½	5½	6½	6½	6½	6½
Canadian Pacific.....	50½	53½	53½	52½	51½	52½
Chio. Milw. & St. Paul..	64½	65½	66½	67½	67	68½
Illinois Central.....	94½	94½	95½	96½	97	97½
Lake Shore.....	145½	146	146	146	146	146
Louisville & Nashville..	68	68	69½	69½	69½	69½
Mexican Central &c.....	85½	87	88½	89½	89½	89½
N. Y. Central & Hudson..	101½	101½	101½	102½	102½	103½
N. Y. Lake Erie & West.	12½	12½	12½	12½	13	14
2d consols.....	68	68½	70	70½	70½	72½
Norfolk & West'n, pref.	16½	16½	16½	16½	16½	16½
Northern Pacific, pref..	21½	21½	22½	23½	23½	25
Pennsylvania.....	52½	53½	54½	54½	55½	55
Phil. & Read., per share	8	8	8	8	8	10½
Southern, Ry. com.....	14½	15½	15½	15½	15½	15½
do 2d consols.....	40½	40½	41½	41½	41½	41½
Union Pacific.....	13½	13½	14½	15½	15½	17½
Wabash, pref.....	17½	18½	17½	18	18	18

City Railroad Securities—Brokers' Quotations.

NATIONAL BANK ORGANIZED.

CORPORATE EXISTENCE EXTENDED.

INSOLVENT.

IN LIQUIDATION.

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods May 2 and for the week ending for general merchandise May 3; also totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1892.	1893.	1894.	1895
Dry Goods.....	\$1,667,927	\$2,621,083	\$1,549,677	\$2,224,186
Gen'l mer'dise.	10,061,583	12,751,192	7,250,428	6,988,063
Total.....	\$11,669,510	\$15,372,290	\$8,810,103	\$9,212,251
Since Jan. 1.				
Dry Goods.....	\$47,452,277	\$58,105,351	\$32,938,399	\$58,039,904
Gen'l mer'dise.	156,432,057	185,109,993	123,713,437	126,277,387
Total 18 weeks	\$203,884,334	\$243,215,344	\$156,651,935	\$184,317,291

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 7 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1892	1893	1894	1895
For the week..	\$8,959,300	\$8,141,310	\$8,782,413	\$7,328,506
Prev. reported..	136,203,575	110,249,487	123,380,646	116,387,231
Total 15 weeks..	\$145,162,875	\$118,390,797	\$132,163,059	\$123,715,737

The following table shows the exports and imports of specie at the port of New York for the week ending May 4 and since January 1, 1895, and for the corresponding periods in 1894 and 1893 :

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....		\$8,087,500	\$172,735	\$10,811,043
France.....		11,916,490	526,439	3,603,038
Germany.....		5,772,036		1,314,852
West Indies.....	\$388,797	6,434,785		111,637
Mexico.....			1,769	17,581
South America.....		725,504	14,795	153,624
All other countries..		256,000	635	49,966
Total 1895.....	\$388,797	\$33,192,225	\$716,233	\$15,862,256
Total 1894.....	5,520,326	23,117,165	594,414	5,530,817
Total 1893.....	528,184	51,530,336	32,170	5,034,667

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$656,731	\$10,231,419		\$40,730
France.....			\$1,198	3,364
Germany.....	900	11,025		3,809
West Indies.....	1,617	81,217	2,874	75,101
Mexico.....		399	13,483	207,117
South America.....	34,413	435,442		123,087
All other countries..		11,374	892	12,693
Total 1895.....	\$693,666	\$10,770,876	\$18,437	\$465,901
Total 1894.....	522,990	13,202,871	8,367	513,522
Total 1893.....	709,287	9,956,905	10,241	1,724,438

	Bid.	Ask.		Bid.	Ask.
lian. Ave., B'klyn—			Christ'p'dr'd 10th St.—Stk.	150	185
Con. 5a, g. 1931—A.&O	97	110	1st mort., 1888—A.&O	105	108
Gen. M. 5a, 1904—A.&O	107	108½	D. D. E. B. & Bat'y—Stk.	160	162
Imp. 5a, g. 1924—J.&J	98	108	4d, gold, 5a, 1932—J.&D	114½	114
Imp. 5a, g. 1924—J.&J	99	108	Sec. 1—Stk.	110	104
1st mort., 7a, 1909—J.&J	110½	112	Eighth Avenue—Stock—	305	—
1st mort., 7a, 1909—Stock.	194	194	Scip. 6a, 1914—	103	103
1st mort., 5a, 1904—J.&D	106½	108	42d & Gr. St. Fer.—Stock	305	315
2d mort., 5a, 1912—J.&D	108½	110	1st mort., 6a, 1910—M.&N	117½	115
B'way 1st, 5a, gen. 1924	109½	110	2d mort., income 6a, J.&J	56	59
2d 5a, int. as rent'l—J.&D	104½	106	Long Island Traction—	11½	12
Con. 5a, 1943—1905	111	111½	Metropolitan Traction—	146	148
Brooklyn City, 1947—A.&O	165	165½	14th St. Ry.—Stock	148	151
B'klyn. Crosst'n 5a, 1903	105	105	Second Avenue—Stock.	148	151
B'klyn. Q'n's Co. & Sub. 1st	101	103	1st mort., 5a, 1909, M.&N	107½	109
1st mort., 5a, 1909—w'w's	200	200	Debtenture 5a, 1909—J.&D	103	104½
Brooklyn Traction—	110	113½	Sub. 1st mort., 5a, 1909—	213	223
Preferred—	52	54	Third Avenue—Stock	119	119
Central Crosstown—Stk.	185	205	1st mort., 5a, 1937—J.&J	300	—
1st M., 6a, 1923—M.&N	118	118	Twenty-Third St.—Stk—K	100	105
Pl. N. & E. Ry.—Stk.	100	100	Deb. 5a, 1903—	160	165
Con. 7a, 1912—J.&D	114	114	Union Ry.—Stock	105	106
			1st 5a, 1942—	105	106
			Westchest'r, 1st, gen. 5a.	100	109

Gas Securities—Brokers' Quotations.

GAS COMPANIES.		Bid.	Ask.	GAS COMPANIES.		Bid.	Ask.
Brooklyn Gas-Light.....	1	3	People's (Brooklyn).....	90	-----	-----	-----
Central.....	135	150	Peoples' (Jersey City).....	170	-----	-----	-----
Consumers (Jersey City).....	72	77	Metropolitan (Brooklyn).....	175	-----	-----	-----
East N. Y......	108	115	Williamsburg.....	100	-----	-----	-----
Citizens' (Brooklyn).....	65	65	1st 6s.....	108	108	108	-----
Jersey City & Hoboken.....	180	200	Fulton Municipal.....	175	-----	-----	-----
Metropolitan - Bonds.....	108	-----	Bonds, 6s.....	105	-----	-----	-----
Queens.....	183	183	Equitable.....	30	-----	-----	-----
Passaic (Brooklyn).....	210	-----	Bonds, 6s, 1899.....	106	-----	-----	-----
Scraper.....	100	100	Standard pref.....	97	100	-----	-----
5th & West Riv. 1st 5s.....	85	86	Common.....	48	51	-----	-----
Frederick.....	55	148	Wabash.....	80	-----	-----	-----
Common.....	26	28	Bonds, 5s.....	80	-----	-----	-----

Auction Sales.—Among other securities the following, not regularly dealt in at the Board, were recently sold at auction:
By Messrs. R. V. Harnett & Co.:

Shares.		Bonds.	
1 N. Y. Law Institute.....	\$100	\$10,000 Chattanooga Water & Elec. L. Co. 1st 6s.....	\$25
1 Blooming Grove Park Association, \$450.....	\$40	\$50,000 Waco Water & L. Co. 1st 6s, Series "B".....	\$100
Bonds.		\$50,000 Blue Ridge & Atlan. R.R. 1st 6s.....	\$1,000
10,000 Chattanooga Union Depot Co. 1st 6s.....	5	\$22,500 Topeka Water Co. 1st 6s.....	30
15,000 Kansas Water & L. Co. Ext. & Sub. 6s.....	10	\$7,000 Maria Mineral Ry. Co. bonds.....	30
1,000 Kansas Water Co. 1st 6s.....	1	\$17,000 Consol. Gas & Elec. Co., Westchester Co., Ex. 6s.....	\$50
10,000 Kalamazoo City & Cy St. Ry Co. 1st 5s.....	\$25	\$25,000 Atlantic & Danville R.R. Co. bonds.....	\$6,400
7,000 Chillicothe Water & L. Co. 1st 6s.....	5	\$15,000 Fort Scott Water Co. 1st 6s.....	10
19,000 City Water & L. Co., & Abt. & Sub. 6s.....	5	\$1,500 N. Y. Urban Water Co. 1st 6s.....	35
9,000 Ashabua Water & L. Co. 1st 6s.....	1	\$4,000 Spartanburg, S. C., Water Works Co 6s.....	\$20
10,000 Cape Girard. S. W. Ry Co Bonds.....	5	\$2,000 Menominee, Wis., Wat. Works Co., 1st con. 6s.....	\$10
50,000 Tol. & Ohio Cent. Ex. R.R. 1st gen. 5s.....	\$2,000	\$1,000 Newark, O. Water Works Co., 1st con. 6s.....	\$5
7,000 Grape Creek Coal Co. 1st 6s.....	5	\$500 Barbours, Wis., Water Works Co., 1st con. 6s.....	\$2.50
32,000 Chattanooga South Ry. Co. 1st 6s.....	10		
1,000 Crawfordsville Water & L. Co. Ext. 6s.....	\$5		

By Messrs. Adrian H. Muller & Son:

Shoes.		Bonds.	
10 First Nat'l B'k of B'klyn.	401	\$4,000 Yonkers & Alpine	
3 Merchants' Exch. Nat.		Ferry Co. 1st es, 1913,	
Bank	111	M. & N.	5
25 Nassau Bank of N. Y.	154	\$175,000 Lincoln St. Ry Co.	
76 Atlantic Trust Co.	180 1/2	Consol. 5s. July, 1897,	
50 Cit. Nat'l B'k N. Y.		coupons on	4
Elev. Co. of Tol. Co.	25	\$2,000 United Traction &	
27 Leather M'frs' Nat. B'k	167	Elco. Co. (Prov. & Faw-	
1 Blooming Grove Park		tick. iss.) 5s. M. & S. 100 & Int.	
Association	\$39	\$16,500 The Railroad Equip-	
50 Herring-Hall-Marvin Co.		ment Co. 6s Special Trac-	
pref'd	46 3/8	Loan, Oct. 1, 1895, series	
		A. E. Int. A. & O... 85 & Int	
Bonds.			
\$230,000 Atlanta & Florida			
R.R. 1st 6s, 1932, M. & N.	5		

Banking and Financial.

GEORGE BARCLAY MOFFAT. ALEXANDER M. WHITE, JR.
MOFFAT & WHITE,
 BANKERS,
 30 PINE STREET, - NEW YORK.
 INVESTMENT SECURITIES.

Spencer Trask & Co.,
BANKERS,
27 & 29 PINE STREET, - NEW YORK.
65 State Street, Albany.
INVESTMENT SECURITIES.

SAMUEL D. DAVIS & Co.

BANKERS.

NO. 40 WALL ST., NEW YORK.

SAMUEL D. DAVIS.

CHAS. B. VAN NOSTRAND.

The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books closed. (Days inclusive.)
Railroads.			
Cleveland & Pitts. guar. (quar.)	1½	June 1	May 11 to June 2
Del. & Bound Brook guar. (quar.)	2	May 20	to
Miscellaneous.			
Adams Express (quar.)	2	June 1	May 11 to June 2
American Cotton Oil, pref.	3	June 1	May 16 to June 2
Celluloid Co.	1	June 1	May 15 to
American Express	3	July 1	June 9 to July 1
Lehigh Coal & Navigation	2	May 27	to
Philadelphia Traction	4	June 1	May 18 to June 2
West Chicago St. RR. (quar.)	1½	May 15	May 6 to May 15

WALL STREET, FRIDAY, MAY 10, 1895.—5 P. M.

The Money Market and Financial Situation.—The interest which European investors are now taking in American securities is the most prominent feature of the week in financial circles. The activity in our railroad bonds and shares at London and Continental cities is greater now than at any time during several years past. This movement is undoubtedly the result of renewed confidence in our Government finances and belief that we have already entered upon a period of prosperity and development, of which there are abundant evidences. The foreign demand for investment securities has stimulated local buying, and the result is a most active and interesting market.

In addition to the sales on the Exchange there are reported to have been placed with capitalists abroad, by private parties, large blocks of railroad bonds.

The foreign exchange market continues an interesting feature, having developed great weakness under the pressure to sell bills drawn against the purchases for foreign account.

Another important feature is the announcement by the bond syndicate that it is ready to distribute 40 per cent of the funds contributed by the members for its recent operations, which shows how successful the undertaking has been. The money market is dull, with funds accumulating in the banks here and rates easy.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1 to 1½ per cent. To-day rates on call were 1 to 1½ per cent. Prime commercial paper is quoted at 2¾ to 4 per cent.

The Bank of England weekly statement on Thursday showed a decrease in bullion of £108,221, and the percentage of reserve to liabilities was 65.25, against 65.96 last week; the discount rate remains unchanged at 2 per cent. The Bank of France shows a decrease of 8,975,000 francs in gold and an increase of 2,700,000 francs in silver.

The New York City Clearing-House banks in their statement of May 4 showed an increase in the reserve held of \$4,562,300 and a surplus over the required reserve of \$37,333,575, against \$35,370,675 the previous week.

	1895. May 4.	Differen't from Prev. week.	1894. May 5.	1893. May 6.
Capital	62,622,700		59,922,700	60,422,700
Surplus	71,046,800		70,690,600	70,183,300
Loans & discnts.	484,912,400	Inc. 4,407,800	465,162,100	425,728,200
Circulation	15,197,900	Inc. 1,900	10,111,500	5,358,000
Net deposits	626,968,100	Inc. 103,970,000	577,494,200	433,971,700
Specie	69,728,200	Inc. 1,524,300	100,082,100	70,168,700
Legal tenders	89,254,900	Inc. 3,038,000	127,399,600	51,159,400
Reserve held	158,953,100	Inc. 4,562,300	227,431,700	121,328,100
Legal reserve	131,749,525	Inc. 2,599,400	144,673,550	108,492,25
Surplus reserve	27,233,575	Inc. 1,962,900	82,808,150	12,835,175

Foreign Exchange.—The foreign exchange market has been weak under liberal offerings of security bills, and rates have steadily declined.

To-day actual rates of exchange were as follows: Bankers, sixty days sterling, 4 86@4 86½; demand, 4 87@4 87½; cables, 4 87½@4 87½.

Posted rates of leading bankers are as follows:

May 10.	Sixty Days.	Demand.
Prime bankers' sterling bills on London	4 87 @ 4 89	4 88 @ 4 89
Prime commercial	4 85 @ 4 85½	
Documentary commercial	4 85 @ 4 85½	
Paris bankers' (francs)	5 18½ @ 5 18½	5 17½ @ 161½
Amsterdam (guilders) bankers	40½ @ 40½	40½ @ 40½
Frankfort or Bremen (reichmarks) bankers	95½ @ 95½	95½ @ 95½

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par, selling ¼@1-10 premium; Charleston, buying par,

selling ¼ premium; New Orleans, bank, \$1 50 premium, commercial 50c. discount; Chicago, 80c. per \$1,000 premium; St. Louis, 60@75c. per \$1,000 premium.

United States Bonds.—Following are the closing prices:

	Interest Periods	May 4.	May 6.	May 7.	May 8.	May 9.	May 10.
2s. reg.	Q-Moh.	* 97	* 97	* 97	* 97	* 97	* 97
4s. 1907. reg.	Q-Jan.	* 112	* 112½	* 112½	* 112½	* 112½	* 112½
4s. 1907. coup.	Q-Jan.	* 112½	* 112½	* 112½	* 112½	* 112½	* 112½
4s. 1925. reg.	Q-Feb.	* 120½	* 120½	* 121	* 121½	* 122½	* 122½
4s. 1925. coup.	Q-Feb.	* 120½	* 120½	* 121	* 122½	* 122½	* 122½
5s. 1904. reg.	Q-Feb.	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½
5s. 1904. coup.	Q-Feb.	* 115½	* 115½	* 115½	* 115½	* 115½	* 115½
6s. cur'cy '95. reg.	J. & J.	* 100	* 100	* 100	* 100	* 100	* 100
6s. cur'cy '96. reg.	J. & J.	* 103	* 102½	* 102½	* 102½	* 102½	* 102½
6s. cur'cy '97. reg.	J. & J.	* 106	* 106	* 106	* 106	* 106	* 106
6s. cur'cy '98. reg.	J. & J.	* 109	* 109	* 109	* 109	* 109	* 109
6s. cur'cy '99. reg.	J. & J.	* 111½	* 111½	* 111½	* 111½	* 111½	* 111½
4s. (Cher.) 1896. reg.	March.	* 100½	* 100½				
4s. (Cher.) 1897. reg.	March.	* 100½	* 100½				
4s. (Cher.) 1898. reg.	March.	* 100½	* 100½				
4s. (Cher.) 1899. reg.	March.	* 100½	* 100½				

* This is the price bid at the morning board, no sale was made.

United States Sub-Treasury.—The following table shows receipts and payments at the Sub-Treasury.

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
May 4	1,769,929	2,325,252	83,063,234	650,891	56,206,229
" 6	4,066,509	4,717,537	82,488,790	692,886	56,087,680
" 7	4,327,453	4,731,585	82,450,289	706,406	55,708,130
" 8	2,500,584	2,437,557	82,392,447	807,047	55,885,758
" 9	5,234,093	3,371,486	82,316,462	764,238	57,730,159
" 10	3,359,696	2,537,342	82,285,734	863,673	55,453,306
Total	21,278,264	20,121,259			

Coins.—Following are current quotations in gold for coins: Sovereigns. \$4 87 @ \$4 92; Fine silver bars. 66½ @ 67½; Napoleons. 3 88 @ 3 95; Five francs. 90 @ 95; X X Reichmarks. 4 78 @ 4 85; Mexican dollars. 52½ @ 53½; 25 Pesetas. 4 80 @ 4 88; Do uncom'cial. — @ —; Span. Doubloons. 15 50 @ 15 75; Peruvian sols. 52 @ 53; Mex. Doubloons. 15 50 @ 15 75; English silver. 4 85 @ 4 92; Fine gold bars. par @ ¼ prem. U. S. trade dollars. 55 @ 65.

State and Railroad Bonds.—Sales of State bonds at the Board include \$12,000 Tenn. settlement 3s at 84½; \$10,000 Virginia 6s deferred trust receipts, stamped, at 6½; \$38,000 Virginia funded debt 2-3s of 1891 at 59½ to 59¾ and \$5,000 South Carolina 6s, non-fundable, at 1½.

In the railroad bond market the volume of business has been exceptionally large, the advance in prices has continued, and the movement includes all classes of bonds. Ches. & Ohio issues have been prominent on the announcement of the placing of a round lot of them abroad. Northern Pacifics have continued the most prominent feature of the week, and have further advanced, generally from 1 to 4 points. Readings have been notably active on advancing prices, and Southern Railways have found a ready sale in the London and Continental markets. Other features of interest include Col. Midlands, Chic. & No. Pac., Kan. Pac., Mo. Kan. & Tex., Ohio So., Ore. R. & N., Or. S. Line, S. L. Southwest, Tex. Pac. and Union Pac. issues, all of which have made substantial gains.

Railroad and Miscellaneous Stocks.—The stock market has been conspicuously active through the week, with prices advancing and the interest well distributed. The movement has been stimulated by heavy purchasing for foreign account and the internationals are notably strong.

The grangers have advanced from about 2 points to over 4 points, St. Paul leading the list. The coalers have gained about 2 points on rumors of a more settled condition in the near future. Louisville & Nashville, Mo. Pacific and Southern Railway shares have all made substantial gains under the influence of foreign buying. New York & N. E. has shared the general movement and closes 4 points higher than last week. The Western Vanderbilts have been strong, C. C. C. & St. Louis having gained nearly 3 points and Canada Southern 1½ points. Some of the bituminous coal carriers have been notably strong. Ches. & Ohio closes 4½ points higher than last week, doubtless partly in sympathy with the movement of its bonds. Tenn. Coal & Iron has continued on the upward grade, closing at 24, against 22½ last week and 13½ in January.

The industrials have been less conspicuous than formerly. Chicago Gas is weak under the uncertainty of legislative action. Pullman was evidently carried too far by its movement last week and closes 2 points lower. Pacific Mail has again come into some prominence and closes at 27½, against 24 last week. Western Union has gained over 4 points, closing at 93½. Am. Tobacco has been listed this week on the Exchange and closes at 105. Am. Sugar sold up to 115½ on Tuesday but closes at 114.

NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending MAY 10, and since JAN. 1, 1895.

HIGHEST AND LOWEST PRICES.						STOCKS.		Sales of the Week, Shares.	Range for year 1895.	
Saturday, May 4.	Monday, May 6.	Tuesday, May 7.	Wednesday, May 8.	Thursday, May 9.	Friday, May 10.				Lowest.	Highest.
Active R.R. Stocks.										
5 1/2	5 1/2	6	6 1/2	6 1/2	7 1/2	7 1/2	9	120,545	3 1/2 Jan. 30	9 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	4,732	49 Mar. 27	1 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,757	33 Mar. 8	59 Jan. 2
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	10,245	48 Jan. 30	54 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	26,919	81 1/2 Feb. 18	100 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,110	12 1/2 Feb. 6	19 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	73,512	16 Jan. 28	23 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,477	147 Jan. 9	150 Apr. 26
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	76,598	69 Mar. 4	79 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	17,350	50 Jan. 12	57 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,600	90 Jan. 31	99 1/2 May 9
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	133,030	53 1/2 Mar. 9	67 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,274	114 1/2 Mar. 29	120 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	43,651	97 1/2 Mar. 4	99 Apr. 24
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,307	137 Feb. 14	145 Jan. 25
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	39,281	60 1/2 Jan. 3	69 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	10,840	28 1/2 Mar. 8	37 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	110	110 Mar. 30	112 Jan. 30
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14,545	35 1/2 Feb. 13	45 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	525	82 Jan. 10	89 1/2 Apr. 25
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,050	16 Jan. 29	27 1/2 Apr. 1
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	100	55 Jan. 9	69 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	10,042	123 Mar. 9	133 1/2 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	7,190	155 1/2 Mar. 8	166 1/2 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	686	10 1/2 Jan. 28	16 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5,180	32 1/2 Jan. 29	47 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	100	30 Feb. 20	50 May 3
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	160	100 Jan. 28	109 1/2 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,329	81 1/2 Jan. 4	97 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,700	5 1/2 Jan. 28	9 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	555	19 Jan. 31	30 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	9,975	15 1/2 Feb. 11	21 1/2 Apr. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,296	69 Jan. 28	78 1/2 Apr. 19
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,559	134 1/2 Jan. 2	147 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	83 1/2	Apr. 19	85 1/2 Jan. 5
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,539	5 Mar. 25	13 Apr. 25
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	18,791	46 1/2 Mar. 12	60 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	17,910	6 Mar. 6	10 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	7,970	20 Jan. 4	29 May 6
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	6,466	104 Jan. 2	119 1/2 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,394	91 1/2 Mar. 4	101 Apr. 20
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,120	25 1/2 Feb. 18	33 1/2 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,460	46 1/2 Jan. 19	57 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5,345	12 1/2 Jan. 30	18 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	20,847	21 1/2 Jan. 29	33 1/2 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	35,716	18 1/2 Mar. 11	29 1/2 May 9
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,233	13 1/2 Mar. 20	21 May 9
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	64	Jan. 29	70 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	11,452	92 1/2 Mar. 15	100 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	925	11 1/2 Feb. 20	13 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	610	65 Apr. 23	70 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,700	24 Feb. 21	32 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	8,257	7 1/2 Mar. 9	14 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	200	16 Feb. 26	28 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	81,735	29 Jan. 29	45 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	193	Mar. 20	201 Apr. 2
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	24,260	15 1/2 Jan. 3	19 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5,470	11 1/2 Mar. 22	14 1/2 Jan. 21
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	12,754	34 Feb. 26	43 1/2 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,740	2 Mar. 5	5 1/2 Jan. 5
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,360	9 1/2 Mar. 4	19 1/2 Jan. 18
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	21,199	9 1/2 Jan. 28	6 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14,166	13 Feb. 27	25 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	120	14 Mar. 12	19 1/2 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	2,271	17 Apr. 5	24 1/2 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,304	3 1/2 Jan. 29	8 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	4,520	3 Feb. 4	6 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	184,555	7 1/2 Mar. 4	29 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	3,740	12 Jan. 12	21 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	9,208	43 1/2 Jan. 30	53 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	157	167 Feb. 8	160 Jan. 24
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	100	28 Apr. 17	33 1/2 Jan. 3
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	15	Apr. 16	17 1/2 Apr. 23
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	78	112 1/2 May 4	117 1/2 Jan. 21
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	1,050	35 1/2 Feb. 15	45 1/2 May 9
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	10,080	4 1/2 Jan. 25	8 1/2 May 7
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	10,235	8 1/2 Jan. 29	13 1/2 May 8
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	110	15 Feb. 5	27 1/2 Apr. 25
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	427	90 Feb. 4	90 1/2 Jan. 15
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	20	20 1/2 Mar. 30	20 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14	14 1/2 Jan. 14	14 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14	14 1/2 Jan. 14	14 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14	14 1/2 Jan. 14	14 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14	14 1/2 Jan. 14	14 1/2 May 10
5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	14	14 1/2 Jan. 14	14 1/2 May 10
5 1/2	5 1/2	5								

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS.

(Indicates actual sales.)

INACTIVE STOCKS † Indicates unlisted.	May 10.		Range (sales) in 1895.		INACTIVE STOCKS. † Indicates unlisted.	May 10.		Range (sales) in 1895.	
	Bid.	Ask.	Lowest.	Highest.		Bid.	Ask.	Lowest.	Highest.
Railroad Stocks.					Toledo Peoria & Western.	100	7		
Albany & Susquehanna.	100	170			Toledo St. L. & Kansas City.	100	7		
Balt. & O. S. W. pref., new.	100	104 1/2	12	6 Apr.	Miscellaneous Stocks.				
Belleville & South. Ill. pref.	100				Adams Express.	100	147 1/2	140	Jan
Boston & N. Y. Air Line pref.	100	101 1/2	103	101 1/2 Apr.	American Bank Note Co.	100	37	40	37 May
Brooklyn Elevated.	100	15	15 1/2	21	American Express.	100	115	109	Feb. 115 Apr.
Buffalo Rochester & Pittsburg.	100	60 1/2	58	Jan. 60	Amer. Telegraph & Cable.	100	95 1/2	96	89 Mar. 96 May
Preferred.	100	45	45	May 45	Bay State Gas.	100	2 1/2	1 1/2	1 1/2 Apr. 2 1/2 May
Burl. Cedar Rapids & Nor.	100	155 1/2	157 1/2	Jan. 157 1/2	Braywick Company.	100	89	89	Feb. 93 Jan.
Cleveland & Pittsburg.	100	8 1/2	8 1/2	54 Feb. 8 1/2 May	Chic. Junc. Ry. & Stock Yards.	100	7	8	4 Mar. 8 1/2 May
Des Moines & Fort Dodge.	100	32 1/2	30	Jan. 32	Preferred.	100	25 1/2	27 1/2	23 1/2 Mar. 24 1/2 Apr.
Preferred.	100	9 1/2	9 1/2	2 1/2 Mar. 9 1/2 Apr.	Colorado Coal & Iron Devel.	100	65	75	50 Feb. 64 Apr.
Elmhurst & Atlantic.	100	12 1/2	12 1/2	13 1/2 Apr. 13 1/2 May	Colorado Fuel & Iron.	100	75	75	50 Feb. 64 Apr.
Flint & Pere Marquette.	100	16 1/2	16 1/2	9 Apr. 17 1/2 May	Preferred.	100	145	145 1/2	145 1/2 May 148 1/2 Apr.
Preferred.	100	46	50	34 Apr. 45 May	Columbus & Hooking Coal.	100	101	101 1/2	94 1/2 Mar. 98 Apr.
Georgia Pacific Trust & Tel.	100	1	1	1 1/2 Feb. 1 1/2 Feb.	Consol. Coal of Maryland.	100	30	35	25 1/2 Apr. 33 1/2 May
Gr. Bay Win. & St. P. tr. rec.	100	1 1/2	1 1/2	1 1/2 Feb. 1 1/2 Feb.	Edison Electric Illuminating.	100	57	57 1/2	45 1/2 Feb. 58 Mar.
Preferred trust recs.	100	1 1/2	1 1/2	1 1/2 Feb. 1 1/2 Jan.	Erie Telegraph & Telephone.	100	28 1/2	29	23 1/2 Jan. 29 Apr.
Houston & Texas Centra.	100	88	88	Jan. 88 Jan.	Interior Conduit & Ins. Co.	100	87 1/2	88	81 Mar. 87 Jan.
Illinois Central leased lines.	100	10	10	8 1/2 Feb. 10 Apr.	Laclede Gas.	100	20	20	Jan. 20 Jan.
Kanawha & Michikan.	100	2 1/2	2 1/2	1 1/2 Jan. 1 1/2 Jan.	Preferred.	100	55	70	50 Jan. 50 Jan.
Keokuk & Des Moines.	100	13	13	13 1/2 Mar. 13 1/2 Jan.	Lehigh & Wilkesbarre Coal.	100	55	70	50 Jan. 50 Jan.
Preferred.	100	116 1/2	116 1/2	Jan. 118 Feb.	Maryland Coal, pref.	100	55	70	50 Jan. 50 Jan.
Louisv. Evansv. & St. L. Cons.	100	1	1	1 1/2 Apr. 1 1/2 Apr.	Michigan Peninsula Car.	100	52	52	Jan. 58 May
Louisv. St. Louis & Texas.	100	113	108		Preferred.	100	51	55	39 1/2 Mar. 51 Apr.
Mahoning Coal.	100	96 1/2	96 1/2	53 1/2 Apr. 103 Jan.	Minnesota Iron.	100	25	25 1/2	17 1/2 Jan. 25 Apr.
Preferred.	100	12 1/2	12 1/2	8 Mar. 13 Jan.	National Linseed Oil Co.	100	11 1/2	12	5 Jan. 12 May
Metropolitan Traction.	100	3	4	1 1/2 Apr. 4 May	National Starch Mfg. Co.	100	7	9	8 Jan. 8 Apr.
Mexican Central.	100	156	164	Jan. 164 Jan.	New Central Coal.	100	10	12	8 1/2 Mar. 8 1/2 Mar.
Mexican National tr. cfs.	100	116 1/2	116 1/2	Jan. 118 Feb.	Ontario Silver Mining.	100	300	300	300 Apr. 320 Jan.
Morris & Essex.	100	63 1/2	65	Apr. 65 Apr.	Pennsylvania Coal.	100	75	77	69 Apr. 69 Apr.
New Jersey & N. Y.	100	180	185	Jan. 183 Apr.	Postal Telegraph—Cable.	100	18	20	12 1/2 Jan. 20 Apr.
Preferred.	100	30	30	Mar. 44 Apr.	Quicksilver Mining.	100	104	108	104 Feb. 110 Jan.
N. Y. Lack. & Western.	100	180	185	Jan. 183 Apr.	Preferred.	100	104	108	104 Feb. 110 Jan.
Norfolk & Southern.	100	63 1/2	65	Apr. 65 Apr.	Texas Pacific Land Trust.	100	104	108	104 Feb. 110 Jan.
Peoria & Eastern.	100	180	185	Jan. 183 Apr.	U. S. Cordage, guaranteed.	100	104	108	104 Feb. 110 Jan.
Rensselaer & Saratoga.	100	180	185	Jan. 183 Apr.	U. S. Express.	100	95	92 1/2	92 1/2 Feb. 95 Apr.
St. Grande Western pref.	100	30	30	Mar. 44 Apr.	U. S. Rubber preferred.	100	104	108	104 Feb. 110 Jan.

No price Friday; latest price this week. [Actual sales.]

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS MAY 10.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 4 to 5.	1906	107	Missouri—Fund.	1894-1895	107	Tennessee—6s, old.	1892-1898	107
Class B, 5s.	1906	107	North Carolina—6s, old.	J&J	107	6s, new bonds.	1892-8-1900	107
Class C, 4s.	1906	97	Funding act.	1900	107	do new series.	1914	107
Currency funding 4s.	1920	97	New bonds, J&J.	1892-1898	107	Compromise, 3-4-5-6s.	1912	107
Arkansas—6s, fund, old 1899-1900	2	10	Chatham RR.	1913	107	3s.	1913	85
do. Non-Holford	150	10	Special tax, Class I.	1913	107	Redemption 4s.	1907	107
7s, Arkansas Central R.R.	1314	110	Consolidated 4s.	1919	107	do 4s.	1913	107
Louisiana—7s, cons.	100	110	South Carolina—4s, 20-40.	1933	107	Penitentiary 4s.	1913	107
Stamped 4s.	100	93 1/2	6s, non-fund.	1888	107	Virginia funded debt, 2-3s.	1901	107
New bonds, 4s.	1914	93 1/2				6s, deferred 1st repts, stamped	6	6 1/2

New York City Bank Statement for the week ending May 4, 1895. We omit two ciphers (00) in all cases.

BANKS. (00s omitted.)	Capital	Surpl's	Loans.	Specie.	Legals.	Deposits
Bank of New York.	\$2,000,000	\$1,988,000	\$12,620,000	\$1,280,000	\$1,970,000	\$12,100,000
Manhattan Co.	2,000,000	1,957,500	13,529,000	1,139,000	3,285,000	14,955,000
Merchants.	2,000,000	929,600	9,032,200	1,403,300	1,624,200	10,428,400
Mechanics.	2,000,000	2,122,200	13,000,000	2,430,000	2,430,000	13,000,000
America.	3,000,000	2,149,800	17,504,700	2,477,000	2,859,900	19,230,000
Phoenix.	1,000,000	409,900	4,493,000	428,000	745,000	4,193,000
City.	1,000,000	3,042,000	10,065,700	7,839,600	4,278,800	24,809,000
Traders'.	750,000	160,300	1,814,100	355,100	214,700	1,892,500
Chemical.	300,000	71,100	2,740,000	2,880,100	7,112,200	27,551,700
Merchants' Exch'g.	600,000	140,200	3,963,200	760,300	659,000	4,639,200
Gallatin National.	1,000,000	1,646,400	6,111,600	470,800	1,756,400	5,680,500
Butchers & Drovers.	300,000	264,800	1,546,300	160,300	343,900	1,661,800
Mechanics & Traders.	400,000	405,200	2,430,000	295,000	320,000	2,505,000
Greenwich.	300,000	179,700	1,039,600	180,300	166,400	1,000,000
Leather Manufact'rs.	600,000	483,800	3,098,700	229,900	867,200	3,054,100
Seventh National.	300,000	107,500	1,780,500	263,100	251,500	2,012,200
State of New York.	1,500,000	502,300	3,027,100	140,600	322,000	2,296,500
American Exchange.	5,000,000	2,359,800	24,466,000	1,215,000	4,002,000	19,522,000
Commerce.	5,000,000	3,519,600	22,310,600	289,500	4,156,400	17,190,000
Broadway.	1,000,000	1,988,400	6,160,300	1,081,600	709,900	9,951,700
Mercantile.	1,000,000	942,700	7,026,300	1,574,600	1,148,700	7,745,500
Pacific.	422,700	473,400	2,291,900	585,300	484,000	3,192,200
Republic.	1,500,000	920,700	11,039,900	1,354,600	2,324,400	13,267,000
Chatham.	450,000	984,400	5,715,600	851,400	883,100	6,007,400
People's.	200,000	264,000	2,195,200	241,100	303,900	3,039,500
North America.	700,000	564,300	5,288,700	667,200	856,800	5,403,000
Hanover.	1,000,000	1,861,700	10,013,200	3,847,700	1,497,400	18,452,700
Chatham's.	600,000	398,400	2,997,000	387,600	440,100	3,069,600
Irving.	600,000	1,761,700	2,849,800	536,100	531,200	3,499,600
Citizens.	800,000	274,200	2,504,500	131,800	694,900	3,241,300
Nassau.	750,000	808,300	4,198,300	407,800	751,300	4,377,300
Market & Fulton.	1,000,000	10,300	2,643,000	323,000	58,000	3,006,000
Shoe & Leather.	1,000,000	10,300	2,643,000	323,000	58,000	3,006,000
Corn Exchange.	1,000,000	1,139,500	8,780,800	1,279,600	1,130,000	10,250,700
Continental.	1,000,000	201,700	4,153,700	963,000	533,900	6,214,500
Oriental.	300,000	411,600	1,923,300	209,300	362,300	1,900,000
Importers & Traders.	1,500,000	5,484,700	22,496,000	3,678,000	2,153,000	22,323,000
Park.	250,000	137,200	1,090,700	110,800	229,200	1,023,200
Fourth National.	3,200,000	1,977,000	19,642,400	1,299,900	3,697,800	19,904,500
Central National.	2,000,000	513,100	8,826,000	1,399,000	2,619,000	11,143,000
Second National.	300,000	584,200	5,196,000	940,000	1,017,000	6,636,000
Ninth National.	500,000	614,300	3,102,700	479,300	4,235,000	4,004,700
Third National.	1,000,000	201,500	9,000,900	1,959,500	855,700	10,561,300
N.Y. Nat. Exchange.	300,000	118,100	1,437,800	155,000	293,000	1,466,200
Wary.	250,000	548,600	2,738,000	456,000	238,000	3,049,600
New York County.	750,000	264,300	2,934,300	313,000	337,600	2,841,100
German American.	500,000	1,145,100	15,765,400	1,830,300	4,292,200	20,212,800
Chase National.	100,000	1,026,300	6,476,500	775,800	1,172,800	7,168,200
Fifth Avenue.	100,000	647,200	2,645,200	590,200	305,100	3,345,500
German Exchange.	200,000	614,300	3,102,700	479,300	4,235,000	4,004,700
Guilford States.	500,000	528,700	5,217,500	682,900	737,100	5,995,300
Lincoln.	300,000	516,000	5,464,300	1,029,000	1,204,200	6,695,500
Garfield.	200,000	559,900	4,012,800	940,700	612,300	5,182,300
Fifth National.	300,000	306,500	1,843,300	218,400	277,100	1,922,500
Bank of the Metrop.	200,000	773,300	4,734,600	824,300	866,300	6,007,500
West Side.	200,000	297,000	2,615,000	260,000	420,000	2,809,000
Seaboard.	500,000	216,300	5,665,000	397,000	1,855,000	7,260,000
Sixth National.	200,000	340,400	1,800,000	250,000	240,000	1,935,000
Western National.	2,100,000	215,200	9,030,500	947,200	7,261,100	9,263,200
First Nat. Bk'g'n.	300,000	868,700	4,419,000	1,062,500	613,000	4,854,000
Southern National.	500,000	542,100	2,714,300	58,800	752,800	2,768,200
Nat. Union Bank.	1,200,000	326,600	8,540,000	584,100	1,977,300	9,366,300
Liberty Nat. Bank.	500,000	119,200	1,701,400	18,500	375,200	1,577,700
N.Y. Prod. Exch'g.	1,000,000	313,600	5,318,500	439,200	237,000	5,992,300

Total \$2,922,710,484.924 \$9,728.2 \$9,254.9 \$28,908.1

New York City, Boston and Philadelphia Banks:

BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.	Circ'n.	Clearing.
N. York.	\$	\$	\$	\$	\$	\$	\$
Apr. 6.....	133,669.5	480,438.3	64,471.2	74,664.3	500,823.3	1,306,400	535,443.7
" 13.....	133,669.5	481,023.1	65,387.0	75,493.4	503,830.8	1,314,131	475,894.0
" 20.....	133,669.5	480,721.4	66,637.8	80,573.5	510,185.3	1,321,700	560,332.4
" 27.....	133,669.5	480,504.6	68,203.9	86,219.9	516,500.5	1,319,988	674,839.9
May 4.....	133,669.5	484,912.4	69,728.2	89,254.8	526,999.1	1,319,979	684,607.1
Boston.							
" 20.....	69,351.8	164,789.0	10,573.0	5,146.0	150,334.4	7,373.0	79,769.2
" 27.....	69,351.8	163,793.0	10,594.0	5,675.0	149,591.0	7,364.0	93,030.5
Philad.							
" 20.....	69,351.8	163,671.0	10,608.0	5,501.0	151,729.0	7,393.0	104,141.4
" 27.....	35,810.3	102,255.0	28,190.0		100,078.0	5,837.0	72,350.7
May 4.....	35,810.3	101,988.0	29,502.0		100,614.0	5,946.0	84,704.4
" 27.....	35,810.3	103,318.0	29,158.0		101,154.0	6,025.0	71,111.4

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Active Stocks. † Indicates unlisted.	Share Prices — not Per Centum Prices.						Sales of the Week, Shares.	Range of sales in 1895.	
	Saturday, May 4.	Monday, May 6.	Tuesday, May 7.	Wednesday, May 8.	Thursday, May 9.	Friday, May 10.		Lowest.	Highest.
Aet. T. & S. Fe. (Boston). 100	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	37,771	3 1/2 Jan. 30	8 1/2 May 10
Atlantic & Pac. " 100	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	445	50 Jan. 28	1 Apr. 3
Baltimore & Ohio (Balt.). 100	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	45	49 1/2 Mar. 8	63 1/2 Jan. 21
Balt. City Passenger " 25	16 1/2	17	17	17	17	17	245	69 1/2 Mar. 11	72 1/2 Apr. 22
Baltimore Traction " 25	16 1/2	17	17	17	17	17	917	14 1/2 Jan. 28	17 1/2 Apr. 20
Baltimore Trac'n (Phil.). 25	16 1/2	17	17	17	17	17	3,323	14 1/2 Jan. 30	17 1/2 May 8
Boston & Albany (Boston). 100	208	208	208	207	207	207	135	206 1/2 Mar. 13	210 1/2 Apr. 22
Boston & Lowell " 100	168	168	168	168	168	168	12	166 1/2 Jan. 2	202 May 10
Boston & Maine " 100	14	14	14	14	14	14	186	160 Jan. 2	169 1/2 Apr. 24
Central of Mass. " 100	53 1/2	55	57	56	58	58	2,890	5 Apr. 13	13 1/2 May 9
Preferred " 100	74 1/2	75	76 1/2	77 1/2	78 1/2	78 1/2	20,524	69 1/2 Mar. 4	79 1/2 May 10
Chic. Bur. & Quin. " 100	62 1/2	63 1/2	64 1/2	65 1/2	66 1/2	66 1/2	30,723	54 Mar. 9	67 1/2 May 10
Chic. Mil. & St. P. (Phil.). 100	37	37	37	37	37	37	373	34 1/2 Feb. 2	42 Mar. 9
Choc. Okla. & Gulf " 50	71 1/2	72 1/2	73 1/2	74 1/2	75 1/2	75 1/2	2,038	70 Apr. 22	87 Jan. 3
Cit. St. Ry. of Ind. " 100	90	89 1/2	89 1/2	90	90	90	427	82 1/2 Jan. 11	90 1/2 May 8
Electric Traction " 100	35	35	35	35	35	35	5,135	27 1/2 Mar. 8	37 May 10
Fitchburg pref. (Boston). 100	130	130	130	132	132	132	132	125 1/2 Jan. 7	132 1/2 May 10
Lehigh Valley " (Phil.). 50	90	90	90	91	92	93	95	96 1/2 Apr. 2	108 1/2 Jan. 3
Maine Central (Boston). 100	10 1/2	11 1/2	12	12 1/2	13	12 1/2	24,710	5 1/2 Jan. 31	13 1/2 May 7
Metropolitan Trac. (Phil.). 100	40	40	41 1/2	41 1/2	42 1/2	43 1/2	14,301	29 Jan. 29	45 May 10
Mexican Cent'l (Boston). 100	68	73	74	75	75	75	1,312	59 1/2 Feb. 8	80 1/2 May 10
N. Y. & N. E., tr. rec. " 100	5	5	5	5	5	5	64	5 Jan. 29	63 1/2 May 2
Preferred, tr. rec. " 100	21 1/2	21 1/2	22	22 1/2	23 1/2	24 1/2	20,135	13 Jan. 30	24 May 10
Northern Central (Balt.). 50	179	179	179	179	179	179	179	179	179
Old Colony " (Boston). 100	51	51 1/2	51 1/2	51 1/2	52 1/2	52 1/2	7,967	48 1/2 Jan. 2	54 1/2 May 10
Pennsylvania " (Phil.). 50	58 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	5,641	43 1/2 Jan. 26	59 1/2 May 7
People's Traction " 50	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	74,352	31 1/2 Mar. 4	10 May 10
Phila. & Reading " 50	82 1/2	82 1/2	82 1/2	83	83 1/2	83 1/2	6,218	76 Apr. 2	99 1/2 May 10
Philadelphia Trac. " 50	12 1/2	13	13 1/2	14 1/2	15 1/2	15 1/2	3,586	8 Mar. 12	17 1/2 May 10
Union Pacific " (Boston). 100	112 1/2	113 1/2	114 1/2	115 1/2	116 1/2	116 1/2	45,598	96 1/2 Jan. 7	115 1/2 May 7
Miscellaneous stocks.									
Am. Bur. & Reinf. (Boston). 100	98 1/2	99	99 1/2	99 1/2	99 1/2	99 1/2	3,582	90 Jan. 1	100 May 1
Preferred " 100	189	189 1/2	189	190	190	190	193	191	175 1/2 Apr. 17
Bell Telephone " 100	42 1/2	42 1/2	43	43 1/2	44	44 1/2	6,612	33 1/2 Jan. 2	48 1/2 May 10
Bost. & Montana " 25	13 1/2	13 1/2	14	14 1/2	15 1/2	15 1/2	14,572	9 Mar. 12	15 1/2 May 10
Butte & Boston " 25	280	285	280	282	284	285	289	292 1/2	532
Calumet & Hecla " (Balt.). 100	67 1/2	67 1/2	67 1/2	67 1/2	68	68	50	67 1/2	67 1/2
Consolidated Gas " 100	29 1/2	30	30	30	30	30	47	61 1/2 Jan. 30	85 1/2 Jan. 2
Electric Bat'y (Phil.). 100	29 1/2	30	30	30	30	30	250	28 Jan. 21	34 1/2 Feb. 13
Preferred " 100	54	54	54	54	54	54	28	54	54
Erle Telephone (Boston). 100	33 1/2	33 1/2	34	34 1/2	34 1/2	34 1/2	3,772	45 1/2 Feb. 13	58 Mar. 25
General Electric " 100	63	65	65	65	65	65	6,551	25 1/2 Mar. 4	37 1/2 Mar. 25
Preferred " 100	25	25	25	25	25	25	388	60 Feb. 5	70 Mar. 23
Lamson Store Ser. " 50	45 1/2	46	46	46	46	46	275	22 1/2 Feb. 23	49 1/2 Jan. 5
Lehigh Coal & Nav. (Boston). 50	66 1/2	69	69	69	69	69	104	40 Mar. 8	42 1/2 Mar. 28
N. E. Telephone (Phil.). 100	43 1/2	44	44	44	44	44	5,493	67 Apr. 2	72 1/2 Mar. 9
United Gas Imp. (Phil.). 50	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	908	35 Mar. 2	46 1/2 Mar. 9
West End Land " (Boston). 50	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	10,354	2 Jan. 30	39 1/2 May 9

Inactive Stocks.

Bld. Ask.

Inactive stocks.

Bld. Ask.

Bonds.

Bld. Ask.

Atlanta & Charlotte (Balt.). 100	90	90	Boston United Gas, 2d m. 5s., 1899	55	57	People's Trac. trust certs. 4s., 1943	91 1/2	91 1/2
Boston & Providence (Boston). 100	260	265	Burl. & Mo. River R.R. 4s., 1913, J&J	103 1/2	104 1/2	Perkins, 1st ser., 5s., 1913, J&J	101	101 1/2
Camden & Atlantic pf. (Phil.). 50	32 1/2	32 1/2	Non-exempt 6s., 1913, J&J	103 1/2	104 1/2	Phila. & Erie gen. M. 5s., 1920, A&O	102	102 1/2
Catawissa " 50	49 1/2	49 1/2	Plain 4s., 1910, J&J	95	97	Gen. mort., 4 g., 1920, A&O	102	102 1/2
Central Ohio " (Balt.). 50	49	50 1/2	Chic. Burl. & Nor. 1st 5s., 1926, A&O	103 1/2	104	Phila. & Read. new 4 g., 1958, J&J	69 1/2	69 1/2
Chicago & West Mich. (Boston). 100	18	20	2d mort. 6s., 1912, J&J	97	98 1/2	1st pref. income, 5 g., 1958, Feb. 1	35 1/2	36 1/2
Connecticut & Pass. " 100	135 1/2	135 1/2	Debenture 6s., 1896, J&J	98	97	2d pref. income, 5 g., 1958, Feb. 1	22 1/2	23
Consolidated Gas " 100	24 1/2	25	Chic. Burl. & Quincy 4s., 1922, F&A	93 1/2	95	3d pref. income, 5 g., 1958, Feb. 1	16 1/2	16 1/2
Consol. Tract. of N. J. (Phil.). 100	29	29 1/2	Iowa Division 4s., 1919, A&O	97	98	2d, 5s., 1933, A&O	117	117
Delaware & Bound Br. " 100	15	16	Chic. & W. Mich. gen. 5s., 1921, J&J	70	72	Consol. mort. 7s., 1911, J&J	125 1/2	125 1/2
Phil. & Pere Marq. (Boston). 100	15	16	Consol. of Vermont, 5s., 1913, J&J	86	86 1/2	Improvement M. 6 g., 1897, A&O	102 1/2	103
Preferred " 100	44	45	Current River, 1st 5s., 1927, A&O	82	83	Con. M., 5 g., stamped, 1922, M&N	98	98
Houstonville Passenger (Phil.). 50	62 1/2	62 1/2	Det. Lams. & Nor't M. 7s., 1907, J&J	82	85	Terminal 5s., g., 1941, Q-F	101	101 1/2
Preferred " 50	71	73	Eastern 1st mort 6 g., 1906, M&N	120	121	Phila. Wilm. & Balt., 4s., 1917, A&O	100 1/2	100 1/2
Hunt & Broad Top " 50	35	35	Free, Elk. & M. V., 1st 6s., 1933, end.	126	127	Pitta. C. & St. L., 7s., 1900, F&A	115	115
Preferred " 50	54	55	K. C. C. & Spring, 1st 5s., 1925, A&O	62	75	Rochester Railway, con. 5s., 1930	103	103
Kan. Cy. P. & Mem. (Boston). 100	13	15	K. C. P. & M. con. 6s., 1928, M&N	93 1/2	94	Schuyl. R. E. Side, 1st 5 g., 1935, J&D	109 1/2	109 1/2
Preferred " 100	45	50	K. C. Mem. & Br. 1st 2s., 1927, M&N	52	53	Union Terminal 1st 5s., 1935, F&A	109 1/2	109 1/2
Little Schuylkill " (Phil.). 50	64	65	K. C. St. Jo. & C. B., 7s., 1907, J&J	120	122			
Mine Hill & S. Haven " 50	66	67	L. Rock & Ft. S., 1st 7s., 1905, J&J	93	95			
Nesquehoning Val. " 50	50	50	Louis. Ev. & St. L., 1st 6g., 1926, A&O	100 1/2	101 1/2			
Northern American Co. " 100	84	85	2m., 5-6 g., 1936, A&O	90	95			
North Pennsylvania " (Boston). 100	8 1/2	9	Mar. H. & Ont., 6s., 1925, A&O	103	104			
Pennsylvania & N. W. (Phil.). 50	25 1/2	26	Mexican Central, 4 g., 1911, J&J	66	66 1/2			
Philadel. & Erie " (Boston). 100	2	3	1st consol. incomes, 2 g., non-conv.	19 1/2	19 1/2			
Preferred " 100	71	73	1st consol. incomes, 3s., non-conv.	11	11 1/2			
Rutland " (Balt.). 100	14 1/2	14 1/2	N. Y. & N. Eng., 1st 7s., 1905, J&J	116	116 1/2			
Southern " (Balt.). 100	40 1/2	40 1/2	1st mort. 6s., 1905, J&J	109	109 1/2			
West End " (Boston). 50	69	69 1/2	2d mort. 6s., 1902, F&A	109	110			
Preferred " 50	90	90 1/2	Ogden & L. C., Con. 6s., 1920, A&O	105	108			
United Gas. of N. J. (Phil.). 100	233	234	Ino. 6s., 1920	20	20			
West Jersey " 50	50	51 1/2	Ru. land, 1st 6s., 1902, M&N	109 1/2	111			
West Jersey & Atlan. " 50	7 1/2	7 1/2	2d, 5s., 1898, F&A	101	102			
Western N. Y. & Penn. " 100	6 1/2	6 1/2	Bonds—Philadelphia					
Wisconsin Central " (Boston). 100	100	120	Allegheny Val., 7-10s., 1896, J&J	103 1/2	103 1/2			
Preferred " 100	120	125	Atlantic City 1st 5s., g., 1919, M&N	99	99			
			Belvidere Del., 1st 6s., 1902, J&D	111	111			
			Buffalo Ry. con. 1st 5s., 1931	103 1/2	104			
			Catawissa, M., 7s., 1900, F&A	113	114			
			Choc. Okla. & Gulf, p. for lien 6s.	103 1/2	104			
			Citizens' St. Ry. of Ind., con. 5s., 1933	85 1/2	85 1/2			
			Columb. St. Ry., 1st, con. 5s., 1932	86	86 1/2			
			Columb. O. Cross-town, 1st 5s., 1933	86	86 1/2			
			Consol. Tract. of N. J., 1st 5s., 1935	126	126 1/2			
			Del. & B'd Br'k, 1st 7s., 1905, F&A	107	107 1/2			
			Elmton & Am. 1st 5s., 1920, M&N	107	107 1/2			
			Elmer & Wilm., 1st 6s., 1910, J&J	119 1/2	119 1/2			
			Hestonville M. & F., con. 5s., 1924	106 1/2	106 1/2			
			Hunt. & Br'd Top, Con. 5s., 95, A&O	110	110 1/2			
			Lehigh Nav. 4 1/2s., 1914, Q-J	110	110 1/2			
			2d 6s., gold, 1897, J&D	108 1/2	108 1/2			
			General mort. 4 1/2s., g., 1924, Q-F	105	105 1/2			
			Lehigh Val. Coal 1st 5s., 1933, J&J	99	99 1/2			
			Lehigh Valley, 1st 6s., 1938, J&J	109 1/2	109 1/2			
			2d 7s., 1910, M&N	134	134 1/2			
			Consol. 6s., 1922, J&D	102	102 1/2			
			Newark Passenger, con. 5s., 1930	103	103 1/2			
			North Penn. 1st 7s., 1896, M&N	124 1/2	124 1/2			
			Gen. M. 7s., 1903, J&J	131	132			
			Pennsylvania gen. 6s., 1910, Var	106	106 1/2			
			Consol. 6s., 1905, Var	106	106 1/2			
			Consol. 5s., 1919, Var	106	106 1/2			
			Collat. Tr. 4 1/2s., 1913, J&J	126	126 1/2			
			Pa. & N. Y. Canal, 7s., 1906, J&J	106	106 1/2			
			Con. 5s., 1932, J&J	106	106 1/2			

Price includes overdue coupons. † Unlisted. ‡ And accrued interest. † Last price this week.

NEW YORK STOCK EXCHANGE PRICES (Continued)—ACTIVE BONDS MAY 10 AND FOR YEAR 1934.

RAILROAD AND MISCEL. BONDS.			RAILROAD AND MISCEL. BONDS.		
Inter'l	Closing	Range (sales) in 1935.	Inter'l	Closing	Range (sales) in 1935.
Period	Price	Lowest. Highest.	Period	Price	Lowest. Highest.
May 10.	May 10.		May 10.	May 10.	
Amer. Cotton Oil, deb., 8g, 1900	Q-F 112½	110½ Feb. 113½ Apr.	Pac. of Mo.—2d ext. 5s, 1938	J & J 104½b	103 Mar. 106½ Jan.
At. Top & S. F.—100-yr., 4g, 1989	J & J 73½	62 Mar. 74½ May	St. L. & Ir. Mt. 1st ext., 5s, 1897	F & A 102 b	100 Mar. 103½ Jan.
2d 3-4s, g, Cl. "A", 1889	A & O 26½	16 Mar. 28½ May	2d, 7 g, "A", 1897	F & A 102 b	100 Mar. 103½ Jan.
Col. Midland—Cons., 4 g, 1940	F & A 53 b	44½ Jan. 50½ Apr.	Cairo Ark. & Texas, 7g, 1897	J & D 101½b	100 Mar. 103½ Jan.
Atl. & Pac.—Guar., 4 g, 1937	J & J 37½b	2½ Mar. 4½ May	Gen. Ry. & land gr., 5g, 1931	A & O 79½	74½ Apr. 79½ May
W. D. Income, 6s, 1910	J & J 86	84½ Mar. 90½ Apr.	Mobile & Ohio—New, 6 g, 1927	J & D 119 b	115 Mar. 120½ Jan.
Brooklyn Elev.—1st, 6 g, 1924	A & O 101	98 Mar. 101 May	General mortgage, 4s, 1938	M & S 66½	62 Mar. 68½ Apr.
Union Elevated—6g, 1937	M & N 98	84½ Mar. 99½ Apr.	Nash. Ch. & St. L.—1st, 7s, 1913	J & J 133 a	130 Mar. 132 Feb.
Canada Southern—1st 5s 1908	J & J 110½	109 Jan. 111 Jan.	Consol., 5 g, 1928	A & O 100 a	98 Apr. 102 Mar.
2d, 5s, 1913	M & S 104½	102½ Mar. 107 Jan.	Nat'l Search Mfg.—1st, 6s, 1920	M & N 96 b	90 Jan. 95 Apr.
Cent. Ga.—S. & W. 1st con., 5s, 1929	Q-F 111½	111½ Feb. 112 Feb.	N.Y. Central—Debt ext. 4s, 1905	M & N 123½b	120 Mar. 124½ Apr.
Consol., 7s, 1902	M & N 114	114 Mar. 121 Jan.	1st coupon, 7s, 1903	J & S 123½b	120 Jan. 124½ Apr.
General mortgage, 5 g, 1987	J & J 111	111 Jan. 114 May	Deben., 5s, coup., 1884, 1904	M & S 108½	105½ Apr. 109½ May
Leh. & W. B., con., 7s, as'd, 1900	Q-M 105 b	101½ Mar. 108 Jan.	N. Y. & Harlem, 7s, reg. 1900	M & N 115½	115 May 119½ Apr.
mortgage 6s, 1912	M & N 85	85 Mar. 92 Jan.	R. W. & Ogd., consol., 5s, 1922	A & O 115 b	113½ Apr. 119 Jan.
Am. Dock & Imp., 5s, 1921	J & J 112 b	111½ Apr. 114½ Jan.	West Shore, guar., 4s, 1931	J & J 105½b	103½ Feb. 105½ Apr.
Central Pacific—Gold, 6s, 1898	J & J 105 b	101½ Feb. 105 Apr.	N. Y. Chlo. & St. L.—4s, 1937	A & O 101½	101½ Feb. 104½ Apr.
Ches. & Ohio—Ser. A, 6 g, 1908	A & O 119½	117 Apr. 123 Feb.	N. Y. Elevator—7s, 1906	J & J 109½b	107½ Jan. 109 May
Mortgage, 6 g, 1937	M & S 108½	106½ Apr. 110 Mar.	N. Y. Lack. & W.—1st, 6s, 1921	F & A 115½b	113½ Jan. 118½ Apr.
1st consol., 5 g, 1939	M & S 108	103½ Mar. 109 Apr.	Construction, 5s, 1923	F & A 109½b	107½ Jan. 109½ May
General 4½s, g, 1992	M & S 81½	69½ Mar. 81½ May	N.Y.L.E. & W.—1st con., 7g, 1920	M & S 130 b	125½ Mar. 132½ Apr.
R. & A. Div., 1st con., 4g, 1989	J & J 94	91 Feb. 94 Jan.	2d consol., 6 g, 1929	J & D 129 a	126 Feb. 132½ Apr.
2d con., 4g, 1989	J & J 91	85 Apr. 86 Apr.	Long Dock, consol., 6s, 1935	A & O 129 a	126 Feb. 132½ Apr.
Eliz. Lex. & Big San.—5g, 1902	M & S 99	95 Mar. 99½ Jan.	N. Y. N. H. & H.—Con. deb. 6s, 1911	A & O 140	137 Jan. 141 Jan.
Chic. Burl. & Q.—Cons., 7s, 1903	J & J 121	118 Mar. 121 Jan.	N. Y. Ont. & W.—Ref. 4s, g, 1932	M & S 91½	88 Jan. 92 Feb.
Debuture, 5s, 1937	M & N 101½b	98½ Mar. 101 Jan.	Consol., 1st, 5s, g, 1939	J & J 113½	110 Jan. 112½ May
Convertible, 5s, 1903	M & S 101½b	98½ Mar. 101 Jan.	N.Y. Sus. & W.—1st pref., 5s, 1937	J & J 106 b	101½ Feb. 108 Jan.
Denver Division 4s, 1922	F & A 95 b	93½ Feb. 96½ Jan.	Midland of N. J., 6s, 1910	A & O 116 b	113 Apr. 119 Jan.
Nebraska Extension, 4s, 1927	M & S 89½	86½ Feb. 89½ Jan.	Norfolk & W.—100-year, 6s, 1900	J & J 62½	48 Feb. 70 Apr.
Han. & St. Jos.—Cons., 6s, 1911	M & S 116½b	115½ Mar. 120½ Jan.	No. Pacific—1st coup., 6 g, 1921	J & J 117½	112 Feb. 117½ May
Chic. & E. Ill.—1st, s, 1, 6s, 1907	J & D 116½b	114½ Feb. 116½ Jan.	General, 2d coup., 6 g, 1933	A & O 103½	81½ Mar. 103½ May
Consol., 6 g, 1934	J & D 123½b	121½ Apr. 125½ Jan.	General, 3d coup., 6 g, 1937	J & D 72½	49 Mar. 72½ May
General consol., 1st, 5s, 1937	M & N 99	96 Feb. 100½ Apr.	Consol. mortgage, 5 g, 1939	J & D 41½	24 Jan. 42½ May
Chicago & Erie—1st, 5s, 1932	M & N 91 b	77 Mar. 82 May	Consol. trust gold notes, 6s, 1938	M & N 87½	70 Mar. 88 Apr.
Income, 5s, 1932	Oct. 28 b	77 Mar. 82 May	Chic. & N. Pac., 1st, 5s, 1940	A & O 147½	137 Jan. 148 May
Chic. Gas & L. S. 1st, 5s, 1937	J & J 95½a	90½ Jan. 95 Apr.	Seat. L. S. & E., 1st, 6g, 1931	F & A 147 b	137 Jan. 148 May
Chic. Mil. & C. P.—Con. 7s, 1905	J & J 126½b	125 Feb. 128 May	No. Pacific & Mont.—6 g, 1938	M & S 40 b	30 Mar. 40 Apr.
1st, Southwest Div., 6s, 1909	J & J 117½	114½ Mar. 118½ Jan.	No. Pacific Ter. Co.—6 g, 1938	J & J 102½	98 Jan. 102½ May
1st, So. Minn. Div., 6s, 1910	J & J 117½	114½ Mar. 118½ Jan.	Ohio & Miss.—Con. s. f., 7s, 1891	J & J 108½b	107 Jan. 108½ May
1st, Ch. & Pac. W. Div., 5s, 1921	J & J 113	109½ Feb. 113 May	Consol., 7s, 1898	J & J 108½b	107 Jan. 108½ May
Chic. & Mo. Riv. Div., 5s, 1926	J & J 106½b	104 Feb. 106½ Apr.	Ohio Southern—1st, 6 g, 1921	J & D 82	82 May 96 Jan.
Wisc. & Minn. Div., 5 g, 1921	J & J 110 b	107½ Jan. 109½ Feb.	General mortgage, 4 g, 1921	M & N 35	35 May 52½ Apr.
Terminal, 5 g, 1914	J & J 110 b	108½ Feb. 110½ Apr.	Omaha & St. Louis—4 g, 1937	J & J 43 b	35 Jan. 42½ May
Gen. M., 4 g, series A, 1939	J & J 90½	87 Feb. 91 Apr.	Oregon Impr. Co.—1st, 6 g, 1910	J & D 102½b	97 Jan. 100½ Mar.
Mil. & Nor.—1st con., 6s, 1913	J & D 118½b	116 Jan. 120 Feb.	Consol., 5 g, 1939	A & O 47½b	44 May 51 May
Chic. & N. W.—Consol., 7s, 1915	Q-F 139½a	138 May 143½ Jan.	Ore. R. & Nav. Co.—1st, 6 g, 1909	J & J 110½a	106½ Jan. 110½ Apr.
Coupon, gold, 7s, 1902	J & D 123	120 Apr. 123½ Feb.	Consol., 5 g, 1925	J & D 90½	73 Jan. 91½ May
Sinking fund, 6s, 1929	A & O 114½	115 Apr. 120 Jan.	Penn. Co.—4 g, coupon, 1921	J & J 101 b	100½ Jan. 112½ Apr.
Sinking fund, 5s, 1929	A & O 106½b	106½ Jan. 110 Jan.	Peo. Dec. & Evansv.—6 g, 1920	J & J 114 b	102 Feb. 97 Apr.
Sinking fund, debent., 5s, 1933	M & N 107½b	106½ Jan. 110 Jan.	Evansv. Division, 6 g, 1920	M & S 99 b	93 Mar. 97½ Jan.
25-year debenture, 5s, 1909	M & N 105½	104½ May 108½ Feb.	Phila. & Read.—Gen., 4 g, 1958	J & J 35½	25 Feb. 35½ May
Extension, 4s, 1926	F & A 98½b	93 Mar. 102½ Feb.	1st pref. income, 5 g, 1958	J & J 35½	18½ Jan. 78½ May
Chic. R. I. & Pac.—6s, coup., 1917	J & J 127 b	126 Jan. 129 May	2d pref. income, 5 g, 1958	J & J 22	9½ Mar. 23 May
Extension and col., 5s, 1934	J & J 103½b	100 Feb. 103½ May	3d pref. income, 5 g, 1958	J & J 15½	6½ Mar. 16½ May
30-year debenture, 5s, 1921	M & S 92	83 Mar. 92 May	Pittsburg & Western—4 g, 1917	J & J 82	80 Apr. 84½ Jan.
Chic. St. P. M. & O.—6s, 1913	J & D 127 b	122 Feb. 127 May	Rio Gr. Western—1st, 4 g, 1939	J & J 73	63 Jan. 73 May
Cleveland & Canton—5s, 1917	J & J 89 b	82 Feb. 87½ Apr.	St. Jo. & Gr. Island—6 g, 1925	M & N 59 b	51 Feb. 60½ May
C. C. & L.—Consol., 7 g, 1914	J & D 122	122 Jan. 122 Jan.	St. L. & San Fr.—6 g, C. L. B., 1906	M & N 114 b	111 Apr. 115 Mar.
General consol., 6 g, 1922	J & D 123	123 Apr. 123 Apr.	St. L. & S. F.—1st, 6 g, 1906	M & N 114 b	111 Apr. 115 Mar.
C. C. & St. L.—Pac. & S. F., 1940	A & O 79½a	79½ Apr. 79½ Apr.	General mortgage, 6 g, 1931	J & J 101 b	100½ Jan. 108½ May
Income, 4s, 1990	April 21½	17 Apr. 21½ May	Cons. guar. 4s, g, 1990	A & O 52½	49 Mar. 54 Jan.
Col. Coal & Iron—6 g, 1900	F & A 95 a	93 Jan. 95 Jan.	St. L. So. West.—1st, 4s, g, 1939	M & N 72½	62 Jan. 64 Apr.
Col. H. Val. & Tol.—Con., 5 g, 1931	M & S 92½	86½ Mar. 94 May	2d, 4s, g, income, 1989	J & J 30	16½ Jan. 30 May
General, 6 g, 1904	J & D 97 a	88 Jan. 98 Apr.	St. P. M. & M.—Dak. Ex., 6 g, 1910	M & N 115 b	118½ Apr. 119 Jan.
Denver & Rio Gr.—1st, 7 g, 1900	M & N 112½b	114½ Feb. 115½ Apr.	1st consol., 6 g, 1933	J & J 120	115½ Mar. 120 Jan.
1st consol., 4 g, 1936	J & J 86	79 Jan. 86 May	Montana Extension, 4 g, 1937	J & J 103½b	100½ Jan. 104½ Jan.
Dal. So. Sh. & A.—5 g, 1937	J & J 95 b	90 Feb. 99½ Jan.	Sav. Ant. & A. P.—1st, 4 g, 1937	J & J 89½	84½ Apr. 84½ May
Fr. W. & Den. City—4 g, 1934	J & D 91	85 Feb. 94 Apr.	Sav. Fla. & West.—1st, 6 g, 1934	A & O 112½	102 Jan. 104½ May
Gul. H. & San An.—M. & P. D. 1st, 5 g	M & N 90½	90 May 93½ Apr.	So. Car. & Ga.—1st, 5 g, 1919	M & N 95½	95 May 95 Jan.
Gen. Electric, deb. 5s, g, 1922	J & D 90 b	87 Jan. 93½ Jan.	So. Pacific, Ariz.—6 g, 1909-10	J & J 91	86 Mar. 91 May
Hous. & T. Cent., gen. 4s, 1921	A & O 66	61 Feb. 66½ May	So. Pacific, Cal.—6 g, 1905-12	A & O 112 b	109½ Jan. 111 Feb.
Illinois Central—4 g, 1952	A & O 98½b	98 Jan. 100 Apr.	1st consol., gold, 5 g, 1937	A & O 100 b	99½ Jan. 103½ Apr.
Int. & Great Nor.—1st, 6 g, 1919	M & N 117 b	117 Feb. 120 Apr.	So. Pacific, N. M.—6 g, 1911	J & J 93½	84½ Jan. 94 May
2d 4-5s, 1938	M & S 74	67½ Mar. 74 May	Southern 1st con. 6s, 1938	M & S 88	79½ Feb. 85 Apr.
Iowa Central—1st, 5 g, 1938	J & D 90 b	84½ Mar. 90½ May	E. Tenn. reorg. lien 4s, 1938	M & S 112½b	111½ Feb. 113½ Apr.
Kings Co. Elev.—1st, 6 g, 1925	J & J 63 b	68 Jan. 73 Apr.	E. T. V. & G.—1st, 7 g, 1900	J & J 105½	102½ Feb. 106½ Apr.
Laclede Gas—1st, 5 g, 1919	Q-F 96	90½ Feb. 96½ May	Con. 5 g, 1938	M & N 105½	102½ Feb. 106½ Apr.
Lake Erie & West.—5 g, 1937	J & J 117 b	112½ Jan. 116½ May	Georgia Pac. 1st 5s, g, 1922	J & J 110½b	107½ Mar. 111 Feb.
L. Shore—Con. op., 1st, 7s, 1900	J & J 113½b	116 Apr. 118 Jan.	Knoxv. & Ohio 1st, 6 g, 1925	J & J 114	111½ Mar. 114 Feb.
Consol. coup., 2d, 7s, 1903	J & D 123 b	123 Mar. 123½ Feb.	Rich. & Danv. con. 6s, g, 1915	J & J 120	118 Jan. 120 Mar.
Long Island—1st con., 5 g, 1931	Q-J 97	95½ Feb. 97½ May	West. No. Car. 1st con. 6s, g, 1914	J & J 112 b	109 Feb. 112 Jan.
General mortgage, 4 g, 1938	J & D 97 b	95½ Feb. 97½ May	Tenn. C. I. & Ky. Ten. D., 1st, 6 g	A & O 84½b	77 Jan. 84½ Apr.
Louis. & Nash.—Cons., 7s, 1898	A & O 107½b	107 Apr. 110½ Mar.	Birmingham Div., 6 g, 1917	J & J 86 b	78 Jan. 87 May
N. O. & Me. 1st, 6 g, 1932	J & J 116 b	113½ Mar. 120 Jan.	Texas & Pac.—1st, 5 g, 2000	J & D 32½	31½ Jan. 30½ May
2d, 6 g, 1930	J & D 103½	103 Mar. 104 Jan.	2d, income, 5 g, 2000	March 30	21½ Jan. 30½ May
General, 6 g, 1930	J & D 117 b	114 Feb. 117 Jan.	Tol. Ann. Ar. & N. M.—6 g, 1924	M & N 78	76 Mar. 82 Jan.
Unified, 4 g, 1940	J & J 81 b	71½ Mar. 81½ May	Toledo & Ohio Cent.—5 g, 1935	J & J 105½b	107½ Feb. 109½ Jan.
Nash. Fl. & Sh.—1st, 5 g, 1937	F & A 90 a	79 Jan. 85 Jan.	Tol. St. L. & Kan. O.—6 g, 1916	J & D 69	67½ Feb. 69½ Apr.
Kentucky Central—4 g, 1987	J & S 85 b	83 Jan. 85 Feb.	Union Pacific—6 g, 1938	J & J 105½	102½ Mar. 106½ Jan.
Louis. N. A. & Ch.—1st, 6s, 1910	J & J 112 b	106 Jan. 112 Apr.	Ext. sinking fund, 8s, 1899	M & S 95½	89 Mar. 98 Jan.
Consol., 6 g, 1916	A & O 100	93½ Feb. 101½ Apr.	Collateral trust, 4s, 1916	M & N 42	39 Apr. 42 May
Louis. St. L. & Texas—6 g, 1917	F & A 96½b	95 Feb. 96 Mar.	Gold 6s, col. trust notes, 1894	F & A 95	83 Feb. 96½ May
Manhattan consol. 4s, 1900	A & O 100 b	96 Jan. 100½ May	Kan. Pac.—Den. Div., 6 g, 1939	M & N 107½b	103 Jan. 108½ Apr.
Metro. Elevated—1st, 6 g, 1908	J & J 120½b	118½ Jan. 121½ Apr.	1st consol., 6 g, 1919	M & N 72½	62 Feb. 73 Jan.
2d, 6s, 1908	M & N 108½b	106 May 109 Feb.	Oregon Short Line—6 g, 1922	F & A 95½	88 Jan. 95½ May
Mich. Cent.—1st con., 7s, 1902	M & N 117½b	117 Jan. 121½ Jan.	U. S. L. & U. H.—Con. 5g, 1919	A & O 47½	38 Feb. 49 Jan.
Consol., 5s, 1902	M & N 108 b	108½ Jan. 109½ Apr.	U. S. Den. & Gulf, con., 5 g, 1939	J & D 40	32 Feb. 40½ May
Mil. Lakesh. & W.—1st, 6 g, 1921	M & N 128½b	127½ May 131 Feb.	U. S. Cord.—1st col., 6 g, 1924	J & J 52	50 Feb. 64 Jan.
Ext. & Imp., 5 g, 1929	F & A 109½	109 Apr. 115 Jan.	Virginia Mid.—Gen. M., 5s, 1936	M & N 94½	91½ Feb. 98 Apr.
Mo. K. & E.—1st 5s, g, 1942	A & O 88	81 Jan. 88 May	Wabash—1st, 5 g, 1939	M & N 104½	104½ May 107 Apr.
M. K. & Texas—1st, 4s, g, 1934	A & D 87½	79½ Feb. 87½ May	2d mortgage, 5 g, 1938	A & O 73½	64 Feb. 73 May
2d, 4s, g, 1934	F & A 89½	84 Feb. 87½ May	West. N. Y. & Pa.—1st, 5 g, 1937	J & J 102½b	102½ Jan. 107½ May
Mo. Pac.—1st con., 6 g, 1920	M & N 97 a	83 Mar. 95 Jan.	2d mortgage trust reots, 1927	A & O 30	23½ Jan. 31 Apr.
3d, 7s, 1920	M & N 105 b	103 Mar. 108½ Apr.	West. Un. Tel.—Col. tr. 5s, 1938	J & J 109½	106 Jan. 109½ May
Pac. of Mo.—1st ext., 4 g, 1938	F & A 102½b	100½ Mar. 104½ May	Wisc. Cent. Co.—1st, 5 g, 1937	J & J 56½	44 Mar. 56½ May

NOTE.—"b" indicates price bid; "a" price asked; the range is made up from actual sales only. * Latest price this week. † Trust receipts.

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE BONDS—MAY 10.

SECURITIES.			SECURITIES.			SECURITIES.		
Bid.	Ask.		Bid.	Ask.		Bid.	Ask.	
Railroad Bonds.			Baltimore & Ohio—(Con.)			Buff. Roch. & Pitts.—Gen., 5s, 1937		
(Stock Exchange Prices.)			5s, gold, 1925	108		Roch. & P., 1st, 6s, 1921	95	
Albama Mid.—1st, g, guar., 1928			Cons. mort., gold, 5s, 1988			Roch. & Pitts.—Cons. 1st, 6s, 1922	121	
A. T. & S. F.—2d, 4s, Class B, 1938			W. Va. & Pitts.—1st, g, 5s, 1990			Burl. Ced. Rap. & No.—1st, 5s, 1936	118	120
Chicago & St. Lou.—1st, 6s, 1915	106		B. & O. S. W., 1st, g, 4s, 1990	103		Consol. & collat. trust, 5s, 1934	106	107
Ch. Mil. & Ind., 6s, 1936	75		Monon. River, 1st, g, 4s, 1919			Minn' & St. L.—1st, 7s, gu, 1927	99	
Atl. & Pac.—2d W. Va., 5s, 1907	71		Cent' Ohio River.—1st, 4s, 1930	103		Iowa C. & West.—1st, 7s, 1908	133	
Balt. & Ohio.—1st, 6s, Park B, 1919	113		Ch. & E. Ind.—1st, 5s, gu, 1930	101		Ced. Rap. L. F. & N., 1st, 6s, 1931	107	
			Brooklyn Elevated, 1st, 1917	72		C. O. Ind. & C. M., 1st, 4s, 1939	95	97
			Crucifix & W. N.—1st, g, 4s, 1938					

NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS.—(Continued)—MAY 10.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
Cent. RR. & Bank—Col. g. 5s. 1937	102			Fla. Cen. & Pen.—1st g. 5s. 1918	108			Norfolk & South'n—1st 5s. 1941	102		
Cent. of N. J.—Conv. deb. 6s. 1908	102			1st con. g. 5s. 1943				Norfolk & West—General, 6s. 1931	117		
Central Pacific—Gold bds. 6s. 1895	102			Ft. Worth & R. G.—1st g. 5s. 1928	62			New River 1st 6s. 1932	109	115	
Gold bonds, 6s. 1896	102			Gal. Har. & San Ant.—1st 6s. 1910	99			Imp. & Ext. 6s. 1934			
Gold bonds, 6s. 1897	103			2d mort. 7s. 1905	101			Adjustment M., 7s. 1924			
San Joaquin Br., 6s. 1900	104			Ga. Car. & Nor.—1st gu. 5s. g. 1925				Equipment, 5s. 1908			
Mort. gold 5s. 1900	95			Ga. So. & Fla.—1st g. 5s. 1927				Clinch Val. 1st 5s. 1957	60		
Land grant, 5s. g. 1918	105			Grand Rap. & Ind.—Gen. 5s. 1924	30			Roanoke & So.—1st gu. 5s. g. 1922	78		
Cal. & O. Div., ext. g. 5s. 1918	105			G. B. W. & St. P.—1st con. 5s. 1911	46			Scioto Val. & N. E.—1st 4s. 1930	115	120	
West Pacific—Bonds, 6s. 1899	105			2d inc. 4s. 1906	4			Ohio & Miss—2d consol. 7s. 1911			
No. Railway (Cal.)—1st 6s. 1907	89			Housatonic—Cons. gold 5s. 1937	120	122		Spring Div.—1st 7s. 1905			
50-year 5s. 1938	89			N. Haven & Derby, Cons. 5s. 1918	113			General 5s. 1932			
Ches. & O.—Pur. M. fund. 6s. 1898	103			Hous. & T. C.—Waco & N. 7s. 1903	110			Ohio River RR.—1st 5s. 1936	102		
Craig Valley—1st g. 5s. 1940	107			1st g. 5s. (int. gtd) 1937	109			Gen. 5s. 1937			
Warm Spr. Val., 1st g. 5s. 1941	109			Cons. g. 6s. (int. gtd) 1912	101			Oregon & Calif.—1st 5s. g. 1927			
Ches. O. & So. West—1st 6s. g. 1911	46			Debut. 6s. prin. & int. gtd. 1897	83			Oreg. Ry. & Nav.—Col. tr. g. 5s. 1919			
4d. 6s. 1911	46			Debut. 4s. prin. & int. gtd. 1897	110			Penn. P.C.C. & St. L. Cn. g. 4s. 1940	108		
Ch. V.—Gen. con. 1st gu. 5s. 1938	114			Illinois Central—1st g. 5s. 1951	110			Do Series B. 1908	108		
Caloago & Alton—R. F., 6s. 1903	114			1st gold, 3 1/2s. 1951	101	102		P. C. & S. L. 1st c. 7s. 1900	115		
Louis. & Mo. River—1st 7s. 1900	113			Cairo Bridge—4s. 1950	103			Pitts. Ft. W. & C.—1st 7s. 1912			
2d 7s. 1900	108			Spring Div.—Coup., 6s. 1898	103			2d 7s. 1912			
St. L. Jacks. & Chic.—2d 7s. 1898	103			Middle Div. Reg., 5s. 1921	111			2d 7s. 1912	129	132	
Miss. R. Bridge—1st s. f. 6s. 1912	104			C. St. L. & N. O.—Ten. l. 7s. 1897	106			Ch. St. L. & P.—1st 5s. 1932	114		
Chle. Burl. & Nor.—1st 5s. 1926	104			1st consol., 7s. 1897	106			Clev. & P.—Cons. s. fd., 7s. 1900	116		
Debuture 6s. 1896	95			2d 6s. 1907	118			Gen. 4 1/2s. g. "A" 1942			
Ch. & Burling. & Q.—5s. s. f. 1901	103	105		Gold, 5s. coupon 1951	119			St. L. V. & T. H.—1st 6s. 7s. 1897	106		
Iowa Div.—Sink fund, 5s. 1919	106			Memp. Div., 1st g. 4s. 1951	120	140		2d 7s. 1898			
stinking fund, 4s. 1919	97	99		Ced. Falls & Minn.—1st 7s. 1907				2d guar. 7s. 1898			
Plain, 4s. 1921	87			Ind. D. & Spr.—1st 7s. ext. op. 1906				Gen. R. & L. Ext.—1st 4 1/2s. g. 1941	108	110	
Chic. & Indiana Coal—1st 5s. 1936	102			Ind. D. & W.—1st 5s. g. tr. rec. 1947				Peo. & E.—Ind. E. & W.—1st pf. 7s. 1900	112		
Ch. Mil. & St. P.—1st 5s. F. D. 1898	118			2d 5s. gold, trust receipts, 1948	82	55		Ohio Ind. & W.—1st pref. 5s. 1938			
st. 7 1/2-10s. P. D. 1902	123	125		Ind. Ills. & Iowa—1st g. 4s. 1939	28			Peoria & Pek. Union—1st 6s. 1921	112		
1st L. & M. 7s. 1897	117			Int. & G. N.—3d 4s. g. 1921	60			2d mortg. 4s. 1921	65	70	
1st L. & M. 7s. 1899	119	124		Kings Co. F. E. L.—1st 5s. g. 1929	108			Pitts. Cleve. & Tol.—1st 6s. 1922			
1st L. & M. 7s. 1903	123	125		Lake Erie & West—2d g. 5s. 1941	105			Pitts. & L. E.—2d g. 5s. "A" 1928			
1st L. & D. Extension, 7s. 1908	128			L. S. & M. Sou.—B. E.—New 7s. 98	108			Pitts. Mo. K. & Y.—1st 6s. 1932			
1st La. C. & Dav., 5s. 1916	106			Det. M. & T.—1st 7s. 1906	125			Pitts. Painsv. & F.—1st 5s. 1916			
1st H. & D., 7s. 1910	125			Lake Shore—Div. bonds, 7s. 1899	113	113		Pitts. Shen. & L. E.—1st g. 5s. 1940	82	90	
1st H. & D., 7s. 1910	106			Kal. Atl. & G. R.—1st gu. 5s. 1938	115			1st consol. 5s. 1943			
Chicago & Pacific Div., 6s. 1910	118			Mahon's Coal RR.—1st 5s. 1934	101	102		Pitts. & West—M. 5s. g. 1891-1941			
Mineral Point Div., 5s. 1910	105	107		Lehigh V. N. Y.—1st gu. 4 1/2s. 1940	107			Pitts. Y. gat. & A.—1st 5s. con. 1927			
C. & L. Sup. Div., 5s. 1921	106			Lehigh V. Term.—1st gu. 5s. 1941	106			Prae. & Ariz. Cent.—1st 6s. g. 1916			
Fargo & South., 6s. Assn. 1924	106			Lehigh V. V. Coal—1st 5s. g. 1933	106			2d income 6s. 1916			
Inc. conv. sink fund, 5s. 1916	106	106		Little Rock & M.—1st 5s. g. 1937	107			Rio Grande So.—1st g. 5s. 1940			
Dakota & Gt. South., 5s. 1916	106	106		Long Island—1st 7s. 1898	95	95		St. Jos. & Gr. Is.—2d inc. 1925			
Mil. & Nor. main line—6s. 1910	106	107		Ferry, 1st g. 4 1/2s. 1932	107			Kan. C. & Omaha—1st 5s. 1927			
Chic. & Norw.—30-year deb. 5s. 1921	106	107		Gold 3 1/2s. 1932	107			St. L. A. & T. H. Term. 6s. 1914	105		
Seaboard & L. S.—1st 6s. 1901	112			N. Y. & E. W. Bay—1st 5s. 1927	102			Bellev. & So. Ill.—1st 6s. 1896	103		
Des M. & Minn.—1st 7s. 1907	120			2d mortg., inc. 1927	37	43		Bellev. & Car.—1st 6s. 1923			
Iowa Midland—1st 6s. 1900	118			N. Y. & Man. Beach.—1st 7s. 1897	104			Chi. St. L. & Pad.—1st gd. g. 5s. 1917			
Pennsila—1st con. 7s. 1898	110			N. Y. B. & M. B.—1st con. 5s. g. 1935				St. Louis So.—1st gd. g. 4s. 1931	80		
Chic. & Milwaukee—1st 7s. 1898	110			Brook'n & Montauk—1st 6s. 1911				do 2d income, 5s. 1931	80		
Win. & St. P.—2d 7s. 1907	132			1st 5s. 1911				Car. & Shawt.—1st g. 4s. 1932	80		
Mil. & Mad.—1st 6s. 1905	110			No. Shore Br.—1st con. 5s. g. 1932	104			St. L. & S. F.—2d 6s. g. cl. A. 1906	114		
Ont. C. P. & St. P.—1st 5s. 1909	107			Louis. Evans. & S. L.—1st 6s. 1939	106			General 5s. 1931	94		
Northern Ind.—1st 5s. 1910	107			Louis. & Nash.—Cecil Br. 7s. 1907	106			1st trust, gold, 5s. 1937	75		
Ch. R. I. & D. M. & F. D. 1st 4s. 1905	55			E. H. & Nash.—1st 6s. g. 1919	114			Kan. City & B.—1st 6s. g. 1916			
1st 2 1/2s. 1905	55			Pennscola Division, 6s. 1920	104			Ft. S. & V. B. Bg.—1st 6s. 1910	100		
Extension, 4s. 1905	93	99		St. Louis Division, 1st 6s. 1921	122			Kansas Midland—1st 4s. g. 1937			
Knox & Des M.—1st 5s. 1923	126	130		2d 3s. 1921	64			St. Paul & Duluth—1st 5s. 1931			
Chic. St. P. & Minn.—1st 6s. 1918	126			Nashv. & Decatur—1st 7s. 1900	112			2d mortgage 5s. 1917			
St. Paul & S. C.—1st 6s. 1919	126			S. L. 6s. & S. N. Ala. 1910	108			St. Paul Minn. & M.—1st 7s. 1909	113		
Chic. & W. Ind.—1st s. f. 6s. 1919	106			2d 4s. 1910	100			2d mort. 6s. 1909	115		
Gen. & W. Ind.—1st s. f. 6s. 1919	106			50-year 5s. g. 1937	98			Minneapolis Union—1st 6s. 1922	109		
Ch. Ham. & D.—1st 7s. 1905	115			Penn. & At. 1st 6s. gold. 1921	100			Mont. Cen.—1st guar. 6s. 1937	117		
3d gold, 4 1/2s. 1937	95	102		Collat. trust, 5s. g. 1931	102			1st guar. g. 5s. 1937			
Ch. D. & I. R.—1st gu. 5s. g. 1941	100			Lou. N. Alb. & Ch.—Gen. m. g. 5s. 1940	73			East. Minn., 1st div. 1st 5s. 1908	102		
Clev. A. & Col.—Eq. & 2d 6s. 1930	100			Manhattan Ry.—Cons. 4s. 1990	100	100		Wilmar & Sioux F.—1st g. 5s. 193			
C. C. & St. L., Cairo div. 4s. 1939	90			Memphis & Char.—6s. gold. 1924				San Fran. & N. P.—1st g. 5s. 1919	95		
S. Lou. Div.—latool. int. 4s. 1990	91			1st con. Tenn. lien, 7s. 1915	100			Southern Railway—			
Spring. Col. Div.—1st g. 4s. 1940	89			Mexican Cent. Consol.—4s. g. 1911				Alouana Central—1st 6s. 1918	111	118	
White Sul. Div.—1st g. 4s. 1940	89			1st con. income 3s. g. 1942	70			As. & Char.—1st pref. 7s. 1900	112		
Ch. Wash. & M. Div.—1st g. 4s. 1991	95			Mex. International—1st g. 4s. 1942	70			Income 6s. 1900			
Ch. I. St. L. & C.—1st g. 4s. 1938	95			Mexican National—1st g. 6s. 1927	76			Colum. & Green—1st 5s. 1916	105		
Consol. 6s. 1920	107			2d income, 6s. "A" 1917				E. & W. V. & G. A.—Div. 1st 5s. 1930	109		
Ch. San. & Col.—Con. 1st g. 5s. 1928	107			2d income, 6s. "B" 1917				Rich. & Dan.—Eq. s. f. g. 5s. 1909	99		
Ch. Cin. & Ind.—1st 7s. s. f. 1899	110			Michigan Central—6s. 1909	116			Deben. 5s. stamped 1927	91	92	
Consol. sink fund, 7s. 1914	115			Coupon, 5s. 1931	100			Vir'a Mid.—Serial ser. A. 6s. 1906			
Ch. & Spr.—1st C. C. C. & L. 7s. 1911	107			Mortgage 4s. 1940	107			Series B, 6s. 1911			
Cleve. Lorain & W.—1st 5s. 1933	107			Bat. C. & Strg.—1st 3s. g. 1939	107			Series C, 6s. 1916			
Cere & Mah. V.—Gold, 5s. 1938	129			Mil. L. S. & W. Conv. deb. 5s. 1907	104			Series D, 4-5s. 1924			
Del. Lack. & W.—Mort. 7s. 1907	129			Mich. Div., 1st 6s. 1924	124			Series E, 5s. 1924			
Syr. Bing. & N. Y.—1st 7s. 1906	127			Ashland Division—1st 6s. 1925	124			Series F, 5s. 1931			
Morris & Essex—1st 7s. 1914	139	140		Minn. & St. L.—1st g. 7s. 1927	137	137		Wash. O. & W.—1st our. gu. 4s. 1924	93	90	
Bonds, 7s. 1900	116	117		Iowa Extension, 1st 7s. 1909	123			Ter. R. R. As'n of St. L.—1st 4s. 1940			
7s. of 1871 1901	117			Southwest Ext.—1st 7s. 1910	121	124		Texas & New Orleans—1st 7s. 1905			
1st con. guar. 7s. 1915	141	142		Pacific Ext.—1st 6s. 1921	118			Sabine Division, 1st 6s. 1912			
Warren—2d 7s. 1900	114			Minn. & Pac.—1st mort. 5s. 1936				Consol. 5s. g. 1943			
Albany & Sus. E.—1st gu. 7s. 1906	117			Minn. St. & S. M.—1st c. g. 4s. 1938				Tex. & Pac. E. & L.—1st g. 6s. 1905			
1st con. guar. 6s. 1906	117			Missouri Kansas & Texas				Third Avenue (N. Y.)—1st 5s. 1917	119	120	
Bena. & Bar.—1st coup. 7s. 1921				Mo. K. & T. of Tex. 1st gu. 5s. g. 1942	81			Tol. A. A. & Cad.—6s. 1917			
Denver City Cable—1st 6s. 1908				Kansas City & P., 1st 4s. g. 1990	76			Toledo A. A. & G. D. Tr.—g. 6s. 1921			
Deav. Tramway—Cons. 6s. g. 1910				Dal. & Waco—1st 5s. gu. 1940	81			Tol. A. A. & M. Pl. 6s. 1919			
Metrop. Ry.—1st gu. g. 6s. 1911				Missouri Pacific—Trust 5s. 1917	78			Tol. A. A. & N. M.—5s. g. 1940			
Den. & R. G.—Imp. g. 5s. 1928	82			1st coll., 5s. g. 1920	103			T. & O. C.—Kan. & M. Mort. 4s. 1990	71		
Det. Bay C. & Alp.—1st g. 6s. 1913	23			St. L. & M.—Ark. Br.—1st 7s. 1895	103			Tol. P. & W.—1st 4s. inc. f. d. cou. July	72		
Det. M. & M.—L. g. 5 1/2s. ser. A. 1911	23			Mobile & Ohio—1st ext. 6s. 1927	103			Uster & Del.—1st con. 6s. 1925	103		
Omaha & Iron Range—1st 5s. 1937	95			St. L. & Cairo—4s. guar. 1931	112			Union Pacific—1st 6s. 1896	105	105	

Investment AND Railroad Intelligence.

The INVESTORS' SUPPLEMENT, a pamphlet of 160 pages, contains extended tables of the Stocks and Bonds of Railroads and other Companies, with remarks and statistics concerning the income, financial status, etc., of each Company. It is published quarterly on the last Saturday of January, April, July and October.

The STREET RAILWAY SUPPLEMENT is published quarterly on the last Saturday of February, May, August and November.

Both SUPPLEMENTS are furnished without extra charge to all regular subscribers of the CHRONICLE.

The General Quotations of Stocks and Bonds, occupying six pages of the CHRONICLE are published on the third Saturday of each month.

RAILROAD EARNINGS.

The following table shows the gross earnings of United States railroads (and also a few Mexican and Canadian roads) for the latest period reported. The statement includes every road from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

ROADS.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1895.	1894.	1895.	1894.
Adirondack.....	March.....	15,872	14,225	56,319	42,502
Ala. Midland.....	January.....	47,040	57,131	47,040	57,131
Allegheny Val.....	March.....	193,246	182,579	538,968	489,642
Ark. Midland.....	February.....	6,209	5,688	15,232	12,359
Atch. T. & S. Fe.....	4th wk Apr.....	724,254	729,608	9,083,391	9,022,628
St. L. & San F.....	4th wk Apr.....	152,829	151,724	1,827,694	1,856,958
Atlantic & Pac.....	4th wk Apr.....	93,379	83,476	1,132,597	1,021,505
Col. Midland.....	4th wk Apr.....	45,272	38,544	486,502	503,508
Agg. Total.....	4th wk Apr.....	1,010,734	1,008,352	12,529,184	12,404,599
Atlanta & W. F.....	February.....	34,572	41,411	75,901	90,415
Atlan. & Danv.....	4th wk Apr.....	10,414	8,238	166,220	156,799
Austin & N'west.....	February.....	12,327	18,852	29,594	37,943
B. & O. East Lines.....	March.....	1,358,301	1,354,247	3,669,990	3,675,390
Western Lines.....	March.....	408,114	411,295	1,291,376	1,029,228
Total.....	March.....	1,766,415	1,765,542	4,961,366	4,704,618
Bal. & O. Sou'w.....	1st wk May.....	108,878	96,126	2,150,695	2,109,171
Bangor & Aroost.....	March.....	70,803	1,847	173,448	73,615
Bath & Ham'nd.....	March.....	1,734	1,647	5,140	4,325
Bir. & Atlantic.....	April.....	1,434	1,997	5,353	7,378
Brooklyn Elev.....	4th wk Apr.....	50,189	48,489	763,645	603,157
Brumw. & West.....	January.....	44,614	48,463	44,614	48,463
Buff. Roch. & Pitt.....	4th wk Apr.....	72,012	64,887	919,016	868,170
Bur. C. Rap. & N.....	4th wk Apr.....	85,424	78,121	1,149,419	1,201,970
Camden & Atl.....	March.....	54,097	56,405	134,744	134,588
Canadian Pacific.....	4th wk Apr.....	380,000	372,000	4,600,327	5,228,597
Can. Midland.....	March.....	4,027	4,587	9,135	14,354
Cent. of Georgia.....	March.....	399,394	426,897	1,187,414	1,471,791
Central of N. J.....	March.....	1,039,848	895,258	2,686,016	2,554,932
Central Pacific.....	February.....	836,405	789,159	1,622,950	1,648,960
Charles' & Sav.....	January.....	53,241	67,247	53,241	67,247
Char. Sum. & No.....	January.....	5,680	13,145	5,680	13,145
Cheraw. & Darl.....	February.....	5,391	9,440	12,398	17,861
Ches. & Ohio.....	4th wk Apr.....	223,528	212,409	2,976,954	2,855,369
Ches. O. & So. W.....	March.....	197,205	161,632	539,441	488,516
Chic. Bur. & No.....	March.....	138,350	137,134	395,713	397,655
Chic. Bur. & Q.....	March.....	2,378,886	2,719,855	6,693,962	7,784,728
Chic. & East. Ill.....	4th wk Apr.....	71,375	53,177	1,191,642	1,147,534
Chicago & Erie.....	March.....	247,798	204,253	614,451	557,259
Chic. Gt. West'n.....	4th wk Apr.....	90,488	73,713	1,067,806	1,147,901
Chic. Mil. & St. P.....	1st wk May.....	488,179	535,945	8,620,499	9,570,585
Chic. & N'w'n.....	March.....	2,208,707	2,428,963	6,035,885	6,780,960
Chic. Peo. & St. L.....	4th wk Apr.....	18,731	14,777	285,751	236,983
Chic. R. & L. F.....	April.....	1,137,905	1,373,370	4,471,154	5,432,337
Chic. St. P. M. & O.....	March.....	323,378	314,035	1,430,990	1,757,996
Chic. & W. Mich.....	4th wk Apr.....	39,756	33,039	509,093	479,071
Choc. Okl. & Gif.....	March.....	74,912	56,421	240,702	165,732
Cin. Ga. & Ports.....	April.....	5,236	5,161	18,679	19,370
Cin. & Kent. Sou.....	January.....	905	412	905	412
Cin. Jack. & Mac.....	3d wk Apr.....	10,452	15,249	173,440	191,426
Cin. N. O. & T. P.....	March.....	288,000	318,000	798,000	895,000
Ala. Gt. South.....	March.....	118,000	119,000	359,000	355,000
C. Lor. & Wheel.....	March.....	109,000	101,000	329,000	308,000
Ala. & Vicksb.....	March.....	45,000	43,000	128,000	135,000
Vicks. Sh. & P.....	March.....	42,000	41,000	132,000	138,000
Erlanger Syst.....	March.....	602,000	622,000	1,746,000	1,831,000
Cin. Ports. & V.....	April.....	21,509	18,831	77,773	66,223
Clev. Akron & Co.....	4th wk Apr.....	22,907	21,065	197,781	158,243
Clev. Can. & So.....	4th wk Apr.....	18,522	10,392	197,781	158,243
Cl. Cin. Ch. & St. L.....	4th wk Apr.....	380,020	322,810	4,231,868	3,876,171
Peo. & East'n.....	March.....	180,308	137,065	410,986	364,224
Col. Lor. & Wheel.....	1st wk May.....	23,784	13,393	376,999	319,005
Col. E. V. & Tol.....	April.....	191,904	232,655	750,373	809,044
Col. Sand'y & F.....	4th wk Apr.....	23,746	11,686	270,676	180,138
Colusa & Lake.....	April.....	1,000	1,000	4,620	5,109
Cryslar.....	March.....	830	1,120	2,218	2,764
Cumb'd Valley.....	February.....	50,981	49,704	109,614	109,274
Denv. & Rio Gr.....	1st wk May.....	126,300	118,300	2,151,754	2,099,322
Det. Lans. & No.....	4th wk Apr.....	27,650	21,822	351,046	328,406
Det. & Mackinac.....	March.....	29,741	24,817	69,493	65,530
Duluths. S. & At.....	4th wk Apr.....	43,625	32,718	524,418	422,839
Elgin, Jol. & East.....	April.....	104,620	82,118	364,538	366,801
Eureka Springs.....	December.....	9,215	7,175	73,016	78,405
Evans. & Ind'pls.....	4th wk Apr.....	6,136	5,510	85,818	94,025
Evans. & Rich.....	4th wk Apr.....	2,521	4,418	28,644	30,499
Evansv. & T. H.....	4th wk Apr.....	26,127	20,846	334,774	346,485
Findlay Ft W & W.....	January.....	5,448	4,658	5,448	4,658
Fitchburg.....	March.....	587,196	541,661	1,580,108	1,474,110
Flint & F. Marq.....	4th wk Apr.....	68,921	52,710	802,840	830,435
Fld. Ont. & Penin.....	1st wk Jan.....	58,446	59,710	58,446	59,710
Ft. W. & Rio Gr.....	4th wk Apr.....	9,034	5,768	146,217	85,414
Gads. & Att. U.....	April.....	700	416	2,461	1,978

ROADS.		Latest Earnings Reported.		Jan. 1 to Latest Date.	
Week or Mo		1894-5.	1893-4.	1894-5.	1893-4.
Georgia RR.....	1st wk May	18,275	16,973	430,907	472,081
Ge. Car'l. & No.....	March.....	72,473	63,976	194,449	197,985
Geo. So. & Fla.....	March.....	61,192	61,167	251,894	291,288
Gr. Rap. & Ind.....	4th wk Apr.....	56,189	45,490	653,044	596,725
Cin. R. & Ft. W.....	11,588	7,686	139,436	139,436	
Traverse City.....	4th wk Apr.....	1,330	1,373	13,302	12,770
Mus. G. R. & I.....	4th wk Apr.....	3,158	2,292	86,944	29,283
Tot. all lines.....	4th wk Apr.....	72,265	56,841	842,727	762,511
Grand Trunk.....	Wk May 4	331,543	330,110	5,574,351	5,780,381
Chic. & Gr. Tr.....	Wk Apr 20	61,180	63,246	781,006	870,003
Det. Gr. H. & M.....	Wk Apr 20	17,923	18,758	264,080	280,635
Great North'n.....	April.....	843,221	491,275	3,136,585	2,584,038
St. P. M. & M.....	April.....	67,721	61,632	333,453	241,620
Montana Cent.....	April.....	130,391	52,605	479,339	402,494
Tot. system.....	April.....	1,041,333	605,512	3,949,377	3,229,231
Gulf & Chicago.....	April.....	3,242	2,984	13,818	13,321
Hoos. Tun. & Wil.....	February.....	2,775	2,094	6,158	4,280
Hous. E. & W. Tex.....	March.....	41,000	34,057	129,892	109,234
Humest'ns Shen.....	April.....	6,700	9,153	32,900	35,533
Illinois Central.....	April.....	1,448,960	1,347,425	6,056,704	5,782,118
Ind. Dec. & West.....	4th wk Apr.....	12,018	7,978	142,593	107,663
Ind. & Gt. North'n.....	1st wk May	52,299	43,821	1,298,354	1,042,571
Interoc. (Mex.).....	Wk Apr 20	39,954	53,722	736,916	756,458
Iowa Central.....	4th wk Apr.....	37,984	31,163	481,225	585,397
Iron Railway.....	April.....	4,752	2,932	17,969	14,202
Jack. T. & K. W.....	March.....	40,460	102,030	160,120	299,387
James' & L. E.....	February.....	2,241	2,645	4,863	5,432
Kanawha & M.....	4th wk Apr.....	11,281	8,383	126,603	112,496
K. C. F. Scott & M.....	4th wk Apr.....	89,444	93,488	1,381,302	1,537,452
K. C. Mem. & Bir.....	3d wk Apr.....	14,647	15,030	290,857	320,012
Kan. C. N. W.....	April.....	16,231	22,043	70,554	108,580
Kan. C. & Beat.....	April.....	348	852	1,620	4,164
K. C. Pitts. & G.....	4th wk Apr.....	13,892	9,957	164,716	105,095
Kan. C. Sub. Belt.....	4th wk Apr.....	5,863	4,388	61,825	59,960
Keokuk & West.....	4th wk Apr.....	7,382	9,384	107,192	123,621
L. Erie Ali. & So.....	April.....	5,323	7,266	26,421	24,705
L. Erie & West.....	4th wk Apr.....	94,100	74,302	1,103,487	1,201,101
Lehigh & Hud.....	April.....	37,982	31,969	142,584	120,787
Long Island.....	April.....	282,732	290,192	948,436	968,863
Los. Ang. Term.....	April.....	15,981	14,618	62,848	52,147
Louis. E. & St. L.....	4th wk Apr.....	35,036	32,055	428,964	470,479
Louis. & Nashv.....	4th wk Apr.....	442,515	37,659	6,011,761	6,192,138
Louis. N. A. & Ch.....	4th wk Apr.....	77,597	65,186	934,102	813,896
Louis. & N. O.....	4th wk Apr.....	10,411	10,544	122,448	123,954
Macon & Birm.....	April.....	4,502	5,233	23,524	28,793
Manistiquet.....	April.....	8,643	1,313	39,012	11,489
Memphis & Chas.....	3d wk Apr.....	16,819	16,270	316,870	385,406
Mexican Cent.....	4th wk Apr.....	247,669	225,286	3,076,353	2,814,728
Mexican Intern'l.....	February.....	210,330	180,643	407,246	359,634
Mex. National.....	4th wk Apr.....	119,236	104,670	1,432,921	1,382,679
Mex. Northern.....	February.....	45,763	51,029	87,861	102,979
Mexican R'way.....	Wk Apr 20	73,803	62,566	1,078,507	975,671
Mexican So. W.....	3d wk Apr.....	19,840	12,354	150,522	133,066
Minneapolis & St. L.....	1st wk May	31,681	30,213	555,422	548,885
Mo. Kan. & Tex.....	4th wk Apr.....	259,005	221,908	3,580,162	2,877,407
Mo. Pac. & Iron M.....	4th wk Apr.....	635,000	523,000	6,823,587	7,031,379
Central Br'ch.....	4th wk Apr.....	17,000	2,000	181,904	277,166
Total.....	4th wk Apr.....	652,000	605,000	7,005,491	7,308,545
Mobile & Birm.....	1st wk Apr.....	6,431	5,098	1,049,855	1,083,890
Mobile & Ohio.....	April.....	265,914	251,909	1,049,855	1,083,890
Mont. & Mex. Gt. L.....	March.....	115,000	104,547	315,000	290,694
Nash. Ch. & St. L.....	March.....	394,672	406,954	1,118,088	1,177,606
Nevada Central.....	March.....	1,969	2,008	5,408	5,928
N. Jersey & N. Y.....	March.....	25,885	24,339	74,304	67,139
New Or. & So'n.....	April.....	5,856	5,37	25,393	33,849
N. Y. C. & H. R.....	April.....	3,450,229	3,272,785	13,286,047	12,995,639
N. Y. L. E. & W.....	March.....	2,199,579	2,030,241	5,853,408	5,400,318
N. Y. Pa. & Ohio.....	February.....	445,024	364,651	910,265	789,041
N. Y. Ont. & W.....	4th wk Apr.....	100,622	81,434	1,084,614	1,020,612
N. Y. Susq. & P.....	March.....	191,815	151,768	550,657	410,483
Nor. & South'n.....	February.....	26,988	30,258	62,114	66,720
Norfolk & West.....	4th wk Apr.....	189,427	177,175	3,094,052	2,909,490
North'n Central.....	March.....	548,408	495,554	1,487,526	1,331,194
North'n Pacific.....	4th wk Apr.....	427,884	351,180	4,531,598	4,142,116
Oconee & West.....	March.....	1,834	2,616	5,114	8,724
Ohio Central.....	4th wk Apr.....	14,397	11,487	204,894	191,556
Ohio Riv. & Ch.....	April.....	15,429	11,529	59,671	59,671
Ohio Southern.....	4th wk Apr.....	25,166	12,243	257,055	218,135
Omaha & St. L.....	February.....	22,104	49,223	43,729	83,547
Oregon Imp. Co.....	March.....	251,196	319,513	749,445	862,387
Pennsylvania.....	March.....	5,133,532	4,912,362	14,231,438	13,074,511
Puerto Rico & Ev.....	4th wk Apr.....	23,788	15,610	298,822	254,731
Petersburg.....	March.....	45,406	50,518	121,363	136,389
Phila. & Erie.....	February.....	233,791	239,640	482,951	474,628
Phila. & Read'g.....	March.....	1,686,532	1,534,894	4,699,821	4,308,778
Coal & Ir. Co.....	March.....	644,339	1,244,110	1,621,675	4,311,961
Total Br. Co.....	March.....	3,335,323	2,792,354	10,216,956	8,520,717
Pitts. Mar. & Ch.....	April.....	3,486	3,124	13,437	12,013
Pitt. Shen. & L. E.....	4th wk Apr.....	13,396	7,197	150,185	111,392
Pittsb. & West.....	4th wk Apr.....	14,994	29,080	452,136	371,986
Pitts. Cl. & Tot.....	4th wk Apr.....	19,763	15,666	237,321	193,990
Pitts. Pa. & F.....	4th wk Apr.....	6,589	4,777	72,872	70,917
Total system.....	4th wk Apr.....	70,446	49,523	776,982	666,478
Quincy O. & K.....	March.....	20,096	13,308	267,949	179,556
Rich. Fr'ksh. & P.....	February.....	19,735	53,408	103,953	109,815
Rich. & Petersb.....	March.....	29,234	29,558	75,163	81,582
Gr. South'n.....	4th wk Apr.....	8,423	7,070	113,148	101,214
Gr. West'n.....	1st wk May	95,000	34,300	675,092	620,129
Gu. Tuscola & H.....	April.....	3,284	7,830	35,899	35,511
Gu. Val. & St. L.....	March.....	7,103	7,923	19,427	20,275
St. L. & A. T. H.....	4th wk Apr.....	30,890	30,500	421,237	420,077
St. Louis & B. O.....	March.....	107,260	96,800	1,577,187	1,393,731
St. L. South'w'n.....	4th wk Apr.....	31,631	28,042	368,588	359,076
St. Paul & Dul't'n.....	4th wk Apr.....	139,979	102,932	463,067	324,377
St. Ant. & A. P.....	March.....	22,012	24,698	203,777	209,606
St. Fran. & N. Pac.....	4th wk Apr.....	32,389	31,489	142,160	142,885
St. Av. Am. & Mon.....	April.....	319,124	382,627	319,124	382,627
St. J. & West.....	January.....	8,330	4,979	115,829	98,858
Shreve. & So.....	4th wk Apr.....	5,076	5,034	53,597	68,393
St. Verdon.....	December.....				
St. Pacific Co.....	February.....	337,661	293,603	721,119	633,325
Gal. Har. & S. A.....	February.....	75,638	80,985	204,764	173,143
Louis's West.....	February.....	400,293	403,877	1,102,884	931,810
Morgan's L. E.....	February.....	13,319	14,582	36,487	32,558
N. Y. T. & Mex.....	February.....	111,605	122,344	270,146	264,327
Atlantic sys. & B.....	February.....	956,795	923,465	2,395,631	2,062,249
Total system.....	February.....	2,287,992	2,097,407	4,436,074	4,358,735
Total all.....	March.....	3,760,892	3,532,542	10,592,597	9,954,143
So. Pac. & Ariz.....	February.....	729,819	684,410	1,423,757	1,277,106
So. Pac. of Ariz.....	February.....	205,281	164,125	392,756	327,520
So. Pac. of N.M.....	February.....	89,822	71,824	171,884	141,868
Northern Ry.....	February.....	154,749	144,908	296,216	300,973
Southern Ry.....	4th wk Apr.....	399,877	400,961	5,632,579	5,889,411

ROADS	Latest Earnings Reported.				Jan. 1 to Latest Date.		4th week of April.		1895.		1894.		Increase.		Decrease.	
	Week or Mo	1895.	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.
Staten Isl. R. T.	March.....	78,117	67,818	204,541	173,590											
Stony C. & Mt.	March.....	1,126	1,457	3,470	3,543											
Summit Branch	March.....	90,041	89,019	234,579	205,531											
Lyk. Val. Coal	March.....	70,702	62,111	224,295	170,933											
Toledo & Peoria	March.....	160,793	131,130	507,874	376,504											
Union Pacific	1st wk May	104,956	107,596	2,305,436	2,156,114											
Pa. & Va. N. W.	March.....	3,818	4,181	11,181	11,092											
Pa. A. & No. M.	1st wk May	21,406	18,406	349,661	373,335											
Pa. & Ohio Cent.	1st wk May	19,224	15,339	549,825	501,643											
Pa. P. & West.	4th wk Apr.	18,750	16,954	300,439	281,037											
Pa. St. L. & K. C.	4th wk Apr.	43,065	30,165	501,261	421,713											
Water & Del.	March.....	24,973	28,321	66,878	74,012											
Union Pacific	February..	940,343	1,006,963	1,910,863	2,046,079											
Un. Pac. R.R.	February..	306,863	358,005	637,325	702,020											
Or. & L. & U. N.	February..	42,312	73,320	90,559	142,763											
St. J. & G. I. S.	February..	5,791	11,448	12,241	22,987											
Kan. C. & Om.	February..	9,203	22,029	204,697	326,647											
Tot. St. & G. I.	4th wk Apr.	17,000	22,000	181,904	277,166											
Cent. Br.	February..	21,996	29,170	42,597	58,767											
Ach. Col. & P.	February..	21,516	23,219	46,895	49,116											
Ach. J. C. & W.	February..	1,444,756	1,643,739	2,961,693	3,396,201											
Gr. d. total.	February..	57,135	63,936	811,812	822,274											
G. Pac. D. & G.	3d wk Apr.	21,311	20,631	354,169	349,938											
W. With & D. C.	4th wk Apr.	204,423	181,497	3,430,500	3,830,160											
Wabash	1st wk May	19,630	11,738	43,018	28,544											
Waco & Northw.	February..	112,410	121,900	278,095	298,420											
West Jersey	March.....	91,376	86,310	313,083	330,976											
W. V. Cen. & A.	February..	21,222	23,231	44,139	43,742											
Western of Pitta.	February..	35,352	42,175	79,232	88,933											
West. Maryland	March.....	90,852	92,907	256,874	233,181											
West. N. Y. & Pa.	1st wk Apr.	61,600	58,000	738,112	720,959											
Wheel. & L. Erie	1st wk May	15,429	14,129	426,044	410,067											
Wright & Ten	April.....	7,626	5,841	25,125	28,844											

* Figures given do not include Oregon R. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison and Leavenworth Topeka & Southwestern.
 * These figures include results on leased lines.
 * Includes earnings from ferries, etc., not given separately. * Mexican currency. * Includes only half of lines in which Union Pacific has a half interest.

Latest Gross Earnings by Weeks.—The latest weekly earnings in the foregoing are separately summed up as follows:
 For the fourth week of April our preliminary statement covers 79 roads, and shows 10.43 per cent gain in the aggregate.

4th week of April.	1895.	1894.	Increase.	Decrease.
Ash. Top. & San. Fe.....	724,254	729,608	.....	5,354
St. Louis & San. Fr.....	152,828	151,724	1,105	.....
Atlantic & Pacific.....	93,379	83,476	9,903	.....
Colorado Midland.....	45,272	38,544	6,728	.....
Atlantic & Danville.....	10,414	8,238	2,176	.....
Salt & Ohio Southwest.....	132,764	122,624	30,140	.....
Brooklyn Elevated.....	50,189	48,489	1,700	.....
Buffalo Roch. & Pittsbg.....	2,012	64,887	7,125	.....
Earl. C. & P. & N. B.....	85,424	78,121	7,303	.....
Canadian Pacific.....	380,000	372,000	8,000	.....
Chesapeake & Ohio.....	223,528	212,409	11,119	.....
Chicago & East. Illinois.....	71,375	53,177	18,198	.....
Chicago Great Western.....	90,488	73,713	16,775	.....
Chicago Milw. & St. Paul.....	641,773	644,056	2,283	.....
Chic. Peoria & St. Louis.....	18,731	14,577	4,154	.....
Chic. & West Michigan.....	39,756	33,039	6,717	.....
Cleve. Akron & Ctsdus.....	22,907	21,065	1,842	.....
Cleve. Canton & South'n.....	15,822	12,139	3,683	.....
Cleve. Cin. Chic. & St. L.....	380,020	322,810	57,210	.....
Clev. Lorain & Wheel'g.....	31,033	19,879	11,154	.....
Col. Sand'sky & Hooking.....	23,746	11,686	12,060	.....
Denver & Rio Grande.....	169,600	146,100	23,500	.....
Detroit Lans'g & North'n.....	27,650	21,622	6,028	.....
Duluth So. Shore & Atl.....	43,625	32,718	10,907	.....
Franklin & Indianapolis.....	6,136	5,510	626	.....
Franklin & Richmond.....	25,321	4,413	20,908	.....
Franklin & Terre Haute.....	68,921	52,710	16,211	.....
Flint & Pere Marquette.....	21,311	20,631	680	.....
Flt. Worth & Den. City.....	9,034	5,788	3,246	.....
Flt. Worth & Rio Grande.....	26,466	21,892	4,574	.....
Grand Rapids & Indiana.....	56,189	45,490	10,699	.....
Indianapolis & Ft. W.....	11,588	7,686	3,902	.....
Indianapolis & Richmond.....	1,330	1,373	43	.....
Indianapolis & St. Louis.....	330,959	324,157	6,802	.....
Indiana Decatur & West.....	12,048	7,978	4,070	.....
Intern'l & Gr. North'n.....	86,846	69,014	17,832	.....
Iowa Central.....	37,984	31,163	6,821	.....
Kan. & Mich. & Ind.....	11,281	8,383	2,898	.....
Kan. City Ft. S. & Mem.....	89,444	93,488	4,044	.....
Kan. City Pittsb. & Gulf.....	13,892	9,957	3,935	.....
Kan. City Suburban Belt.....	5,863	4,368	1,495	.....
Kokuk & Western.....	7,392	9,394	2,002	.....
Lake Erie & Western.....	94,100	74,230	19,870	.....
Louisv. Evansv. & St. L.....	35,036	32,055	2,981	.....
Louisville & Nashville.....	442,515	387,659	54,856	.....
Louisville N. A. & Chic.....	77,597	65,186	12,411	.....
Louisville N. L. & Texas.....	10,411	10,544	133	.....
Mexican Central.....	247,669	225,286	22,383	.....
Mexican National.....	119,236	104,670	14,566	.....
Minneapolis & St. Louis.....	47,481	35,950	11,531	.....
Mo. Kansas & Texas.....	259,005	221,936	37,069	.....
Mo. Pacific & Iron Mt.....	635,000	583,000	52,000	.....
North Branch.....	17,000	22,000	5,000	.....
N. Y. Ontario & Western.....	100,022	81,434	18,588	.....
Portland & Western.....	189,427	177,175	12,252	.....
Portland Pacific.....	427,883	351,180	76,703	.....
Ohio River.....	14,397	11,487	2,910	.....
Ohio Southern.....	25,166	12,243	12,923	.....
Peoria Dec. & Evansv.....	23,788	15,610	8,178	.....
Pittsb. Shen. & L. Erie.....	13,396	7,147	6,249	.....
Pittsburg & Western.....	70,446	49,523	20,923	.....
Rio Grande Southern.....	8,423	7,070	1,353	.....
Rio Grande Western.....	70,900	63,900	7,000	.....
St. Joseph & Gd. Island.....	9,203	22,029	12,826	.....
St. Louis Alt. & T. Haute.....	30,390	30,500	110	.....
St. Louis Southwestern.....	107,200	96,500	10,700	.....
St. Paul & Duluth.....	31,631	28,042	3,589	.....
San Francisco & No. Pac.....	22,012	24,698	2,686	.....

Net Earnings Monthly to Latest Dates.—The table following shows the net earnings reported this week. A full detailed statement, including all roads from which monthly returns can be obtained, is given once a month in the columns, and the latest statement of this kind will be found in the CHRONICLE of April 20, 1895. The next will appear in the issue of May 25, 1895.

Roads.	Gross Earnings.		Net Earnings.	
	1895.	1894.	1895.	1894.
	\$	\$	\$	\$
At. T. & S. Fe.....b. Mar.	2,355,235	2,380,936	532,254	584,993
Jan. 1 to Mar. 31.....	6,718,921	6,658,676	1,452,156	1,278,791
July 1 to Mar. 31.....	22,009,606	24,691,082	5,469,123	7,775,152
St. L. & San Fr. b. Mar.	483,145	494,526	185,843	152,207
Jan. 1 to Mar. 31.....	1,350,066	1,393,938	493,079	453,890
July 1 to Mar. 31.....	4,688,949	4,920,093	2,010,437	1,851,958
Atlantic & Pac. b. Mar.	311,754	272,698	16,941	32,093
Jan. 1 to Mar. 31.....	823,894	711,672	35,161	def. 64,901
July 1 to Mar. 31.....	2,456,361	2,276,263	338,717	52,601
Colorado Mid'd. b. Mar.	121,201	136,429	35,340	33,385
Jan. 1 to Mar. 31.....	344,815	382,632	94,818	66,447
July 1 to Mar. 31.....	1,151,133	1,122,046	214,721	151,516
Aggregate total b. Mar.	3,271,635	3,284,579	770,378	602,633
Jan. 1 to Mar. 31.....	9,237,698	9,146,918	2,076,614	1,736,227
July 1 to Mar. 31.....	30,286,054	32,909,484	8,032,998	9,831,227
Ches. O. & So'wn. b. Mar.	197,205	161,632	68,800	44,246
Jan. 1 to Mar. 31.....	539,441	488,516	167,398	130,066
Chic. Jack. & Mack. b. Mar.	47,130	53,425	4,742	10,088
Jan. 1 to Mar. 31 ...	143,562	148,250	14,456	21,412
July 1 to Mar. 31.....	488,778	474,579	82,031	65,589
Clev. Lor. & Wheel.....Feb.	79,593	58,382	13,693	7,944
Jan. 1 to Feb. 28.....	162,282	132,115	26,796	20,943
July 1 to Feb. 28.....	944,533	853,070	298,774	256,389
Det. Lans. & Nor. a. Mar.	97,600	96,631	20,185	17,732
Jan. 1 to Mar. 31.....	260,845	247,304	37,918	15,778
Detroit & Mackinac. Mar.	28,741	24,917	16,801	13,696
Jan. 1 to Mar. 31.....	89,493	85,530	36,384	32,187
Illinois Central. a. Mar.	1,583,284	1,489,847	551,699	422,492
Jan. 1 to Mar. 31.....	4,607,744	4,404,893	1,485,102	1,124,013
July 1 to Mar. 31.....	14,435,750	16,544,832	4,352,661	5,383,655
Laclede Gas-L. Co. Apr.	.....	.....	60,303	56,334
Jan. 1 to Apr. 30.....	.....	.....	290,663	271,796
Mexican Central.....Mar.	817,129	714,248	317,563	209,134
Jan. 1 to Mar. 31.....	2,318,737	2,126,650	987,217	694,495
Mexican National.....Mar.	390,586	365,546	183,628	156,975
Jan. 1 to Mar. 31.....	1,076,191	1,031,544	474,546	418,933
Oregon Imp. Co. a. Mar.	251,196	319,513	12,126	49,558
Jan. 1 to Mar. 31.....	749,445	862,387	43,792	121,104
Dec. 1 to Mar. 31.....	1,026,641	1,143,364	65,635	142,643
Pacific Mail.....Mar.	401,639	280,883	109,597	def. 30,800
Jan. 1 to Mar. 31.....	1,072,812	897,747	214,939	76,880
May 1 to Mar. 31.....	3,703,811	3,523,427	760,090	536,630
Sag. Valley & St. L. Mar.	7,103	7,923	2,077	2,460
Jan. 1 to Mar. 31.....	19,427	20,777	4,272	5,316
South. Pacific.....b. Mar.	3,760,892	3,532,542	1,095,125	1,070,932
Jan. 1 to Mar. 31.....	10,592,597	9,954,143	2,927,491	2,982,753
Toledo & O. Cent. b. Mar.	131,529	125,544	34,071	56,811
Jan. 1 to Mar. 31.....	399,911	348,001	102,173	115,293
July 1 to Mar. 31.....	1,532,245	1,332,832	522,961	457,568
West Va. Cent. & P. Apr.	91,376	86,310	32,731	32,035
Jan. 1 to Apr. 30.....	313,053	303,976	111,930	110,860
July 1 to Apr. 30.....	867,514	859,357	293,427	309,937
W. Virginia & Pitts. Feb.	21,222	23,231	10,436	9,379
Jan. 1 to Feb. 25.....	44,139	48,742	21,386	22,153
West. N. Y. & Penn. b. Mar.	250,595	257,172	49,094	100,989
Jan. 1 to Mar. 31.....	676,512	662,959	124,061	183,426
July 1 to Mar. 31.....	2,466,060	2,358,468	756,578	681,534

ANNUAL REPORTS.

New England Telephone & Telegraph Co.

(Report for the year ending Dec. 31, 1894.)

The report says there was a net loss during the year of 54 private line and a gain of 1,094 exchange subscribers. Within six years the number of exchange subscribers has increased 43 per cent, the number of daily exchange connections 137 per cent, and of toll collections 200 per cent. Upon the average every subscriber is using his telephone 66 per cent more than he did six years ago. The underground system of wire in Boston runs through about 30 miles of streets, the total length of duct being more than 220 miles and the total length of wire 11,202 miles. The mileage of exchange wire is 43,008, the number of stations 26,372, the number of employees 1,112. The calls per subscriber were 734. There were \$400,000 6 per cent bonds sold during the year, making \$2,500,000 bonded debt, less \$33,000 retired. Another issue of \$500,000 20-year 5s has been voted and a sale of \$150,000 negotiated.

Comparative operations were:

REVENUE.			
	1894.	1893.	Increase.
Exchange service.....	\$1,769,913	\$1,657,313	\$112,600
Toll service.....	298,670	293,051	45,619
Private line earnings.....	52,025	80,701	-28,676
Messenger earnings.....	17,570	13,104	4,466
Real estate revenue.....	2,250	2,375	-125
Interest.....	16,577	14,588	1,989
Miscellaneous revenue.....	15,215	21,616	-6,401
Totals.....	\$2,172,220	\$2,042,749	\$129,471
EXPENSES.			
General and taxes.....	\$261,670	\$242,048	\$19,622
Operating.....	313,864	293,723	20,141
Maintenance.....	676,219	570,863	105,351
Rental and royalty.....	253,308	323,264	-69,956
Private line expense.....	7,534	4,136	3,399
Messenger expense.....	16,993	13,125	3,868
Real estate expense.....	1,144	1,014	131
Interest.....	142,525	121,902	20,623
Totals.....	\$1,673,759	\$1,560,080	\$113,679
Net for dividends.....	\$498,461	\$482,669	\$15,792

* Decrease.

BALANCE SHEET JANUARY 1, 1895.

Assets.		Liabilities.	
Prop. & fran. Jan. 1, '94.	\$12,658,793	Capital stock.....	\$10,394,600
Construction 1894.....	445,095	Surplus.....	595,232
Supplies.....	200,239	Income account.....	215,362
Real estate.....	25,219	Bonded debt.....	2,467,000
Stocks and bonds.....	30,000	Accounts payable.....	122,791
Trustee stock.....	231,000	Reserve.....	368,727
Accounts receivable.....	443,642		
Cash.....	133,333		
Total.....	\$14,167,312	Total.....	\$14,167,312

Burlington Cedar Rapids & Northern Railway.

(Year ending December 31, 1894.)

The report for the year ending December 31 gives the following:

	1894.	1893.	1892.
Gross.....	\$3,748,823	\$4,224,754	\$4,354,789
Operating expenses.....	2,722,217	3,078,435	3,193,141
Net.....	\$1,026,611	\$1,146,319	\$1,161,648
Other income.....	37,197	36,949	22,922
Total.....	\$1,063,808	\$1,183,268	\$1,184,570
Interest charges.....	\$111,280	\$10,680	\$78,150
Balance.....	\$252,528	\$372,588	\$396,390
Dividend.....	165,000	165,000	
Surplus.....	\$87,529	\$207,588	

Gross earnings decreased \$475,924 but operating expenses were reduced \$356,217. The unfunded debt was reduced in the year \$98,085.

The company laid 1,000 tons more steel rails and 52,000 more ties than in 1893. Three large steel bridges were also erected.

The unfunded debt of the company is \$202,368.

Net earnings per mile were \$905, against \$1,010 in 1893.

Passengers carried 749,371, against 770,533 in 1893. Rate per passenger per mile 2 70/100c., against 2 56/100c.

Freight tonnage 1,534,364, against 1,730,331. Rate per ton per mile 1 24/100c., against 1 11/100c.—V. 58, p. 813.

GENERAL INVESTMENT NEWS.

Albany & Susquehanna.—Earnings, including operations of the Lackawanna & Susquehanna, for the quarter and the nine months ending March 31, have been reported as follows:

3 months end. Mar. 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$887,069	\$342,842	\$294,739	sur. \$13,103
1894.....	757,398	282,623	296,634	def. 14,006
9 months.				
1894-5.....	\$2,937,339	\$1,392,953	\$386,455	sur. \$506,503
1893-4.....	2,972,912	1,364,931	883,391	sur. 461,440

—V. 60, p. 301.

American Tobacco.—This company's \$17,900,000 of common stock was listed this week on the New York Stock Exchange.

The official application to the New York Stock Exchange will be found in another column, giving many valu-

able facts regarding the corporation and its financial status.—V. 60, p. 710.

Atlantic Trust Co.—The shareholders took the whole of the new issue of stock at \$150 per share. About one-half has been paid in and the balance will be before July 1.—V. 60, p. 521.

Boston & Maine.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31—	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$3,307,726	\$1,171,301	\$1,077,989	sur. \$93,312
1894.....	3,390,522	1,197,791	1,101,196	96,595
9 months—				
1894-5.....	\$12,978,515	\$4,517,540	\$3,213,950	\$1,303,590
1893-4.....	12,269,490	4,075,846	3,267,404	808,442

These net earnings include \$147,350 of other income.

—V. 60, p. 301.

Brooklyn Traction—Atlantic Avenue.—Earnings of the Atlantic Avenue RR. for the quarter and the nine months ending March 31 have been as follows. The strike in January, 1895, practically cut off all earnings for three weeks:

3 months end. Mar. 31—	Gross earnings.	Net earnings.	Other income.	Charges.	Balance.
1895.....	\$127,326	def. \$71,966	\$9,854	\$73,445	def. \$135,607
1894.....	204,544	net 60,320	15,239	59,647	sur. 15,912
9 months—					
1894-5.....	\$824,063	net \$104,265	\$54,884	\$207,744	def. \$48,595
1893-4.....	656,228	net 193,521	54,227	163,940	sur. \$9,703

Loans and bills payable March 31, 1895, were \$246,687, against \$135,000 on Dec. 31, 1894.—V. 60, p. 794.

Brooklyn Wharf & Warehouse.—First mortgage bonds for \$10,000,000 and capital stock for \$12,500,000 were listed this week on the New York Stock Exchange.—V. 60, p. 522.

Buffalo Rochester & Pittsburg.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 mos end. Mar. 31.	Gross earnings.	Net earnings.	Other income.	Fixed charges.	Balance.
1895.....	\$668,439	\$159,695	\$7,466	\$212,517	def. \$48,356
1894.....	641,152	203,472	10,727	210,537	sur. 3,663
9 months—					
1894-5.....	\$2,300,124	\$703,364	\$26,105	\$649,657	sur. \$79,812
1893-4.....	2,359,973	717,307	23,942	635,445	sur. 111,304

Loans and bills payable March 31, 1895, were \$929,846, against \$864,178 on Dec. 31, 1894.—V. 60, p. 218.

Central Railroad & Banking Co. of Georgia.—By an order granted by Judge Speer, on application from the Southwestern Railroad Co., the foreclosure proceedings against the allied Central Railroad properties recently instituted by the Central Trust Co., under the consolidated or \$13,000,000 mortgage, have been stayed, pending the determination of the appeal of the Southwestern to the United States Supreme Court in the matter of the tripartite mortgage. The Southwestern's appeal set aside the decree under the tripartite mortgage, and the Central Trust Co., and other parties at interest, sought by this cross bill to get a foreclosure under which the reorganization of the property could be carried out without awaiting the determination of the appeal by the Supreme Court, which is not likely to be reached for a year or two.

The order, with the petition on which it was granted, was filed in the United States Court at Savannah this week. In petitioning for an order to stop this proceeding, the attorneys for the Southwestern Railroad set forth the facts in connection with the decree of January 4, 1894, in which the road was held liable for one-third of the tripartite mortgage indebtedness. It then gives the facts in connection with the appeal taken by the road from that decree. The petition states that the decree of the Court declaring the \$13,000,000 mortgage to be valid, and granting the Central Trust Company leave to file a cross bill and foreclose this mortgage, was one of the distinct grounds on which the appeal was taken. The Southwestern Railroad Company says the proceedings now brought by the Central Trust Company and others is for the purpose of securing a sale prior to the hearing of its appeal in the Supreme Court, which will be prejudicial to its interests and which will impair its right. A final disposition of the questions raised by the appeal, it states, is essential and necessary to a full protection of its rights before any further proceedings are taken by the Circuit Court.

Judge Speer granted the order as asked, namely that all references to the master ordered by the decree of January, 1894, as to the matter set out in the decree, and also the cross bill filed by the Central Trust Company on April 11 pursuant to the leave granted by the decree be stayed. It is stated in the order that these are matters superseded until a final determination of the questions now before the United States Supreme Court.

There will no doubt be made a determined effort to have this order of Judge Speer's set aside.

The receivers have been authorized by Judge Pardee to borrow money on thirty days call to provide for floating debt claims. The loans which make up the floating debt matured July 1, 1893, and have been extended from time to time by verbal agreements and understandings. The receivers informed the Court that they believed they could borrow the money more economically at call, provided the same security should be given as was now held by the floating debt creditors. Though this order has been granted, the receivers will not act at once under its authority. Considerable dissatisfaction with the order has been expressed by the creditors of the company, and for this reason a hearing with regard to

the matter will be had before Judge Pardee sometime within a month, when all the objections to the order will be heard.—V. 60, p. 711.

Chesapeake & Ohio.—The CHRONICLE can state positively that the block of about \$1,500,000 of Chesapeake & Ohio 4½ per cent bonds recently sold abroad in Europe were not sold for company account, the company having disposed of them some six months ago. It is officially stated that the company has no bonds for sale now.—V. 60, p. 94.

Choctaw Oklahoma & Gulf.—A suit has been instituted in Philadelphia against the officers and directors of this railroad regarding the lease of certain coal lands which, it is alleged, has been forfeited. Fritz Sittel, the complainant, declares that the company has departed from the provisions of its charter.

At Oklahoma City, Judge Scott, in a lengthy opinion, has dissolved the temporary injunction granted against the Choctaw Oklahoma & Gulf Railway from building through the Kickapoo Reservation, holding that the Secretary of the Interior had no power to disapprove, and that a Congressional grant of the right of way was absolute.

The company has listed on the Philadelphia Stock Exchange \$1,835,000 five per cent gold bonds and \$351,850 voting trust certificates.—V. 60, p. 431.

City & Suburban Railroad (Savannah, Ga.)—As regards the temporary receiver appointed for this road April 30 on charges of mismanagement alleged by a bondholder, Judge Speer at Macon has ordered that upon the filing in court by the railway of a bond to the amount of \$250,000 upon conditions named in the order which shall guarantee the bondholders against all loss by waste, deterioration or mismanagement upon the part of the railway company, the temporary receiver shall be dismissed. The receiver will continue in office until such a bond shall have been filed and approved of by the Court. The bill is not dismissed, however, with the dismissal of the receiver, and will remain pending and further action can be brought under it. The proposition to file a bond for the amount named was first made by representatives of the company.

At last reports the company was about to submit a bond for \$250,000 to the Court, which, if the bond is satisfactory, will then authorize the receiver to be discharged.—V. 60, p. 748.

Coney Island & Brooklyn.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 mos. end.	Gross earnings.	Net earnings.	Other income.	Interest, taxes, etc.	Balance.
Mar. 31.					
1893.....	\$73,677	\$16,186	\$494	\$12,545	sur. \$4,135
1894.....	49,679	5,468	384	14,001	def. 8,549
9 months—					
1894-95.....	\$251,250	\$88,556	\$1,493	\$38,409	sur. \$51,840
1893-94.....	219,913	69,983	768	37,926	sur. 32,825

—V. 60, p. 301.

Dallas Consolidated Traction.—At Dallas, Tex., on Tuesday, this street railway was sold at auction by Special Commissioner Tucker to Frank P. Clark of Baltimore, representing the first mortgage bondholders, for \$190,000. The property has been in the hands of a receiver for a year.

Delaware Lackawanna & Western.—The D. L. & W. reports earnings of its leased lines in New York State for the quarter and the nine months ending March 31 as follows:

3 months end.	Gross earnings.	Net earnings.	Charges.	Balance.
Mar. 31.				
1893.....	\$1,667,169	\$762,324	\$825,249	sur. \$137,075
1894.....	1,408,357	542,045	614,248	def. 72,203
9 months—				
1894-5.....	\$6,351,802	\$3,274,254	\$1,847,204	sur. \$1,427,080
1893-4.....	6,228,751	2,811,153	1,845,376	sur. 965,777

—V. 60, p. 301.

Distilling & Cattle Feeding.—The final report of experts O'Brien, Harrison and Bugbee on the operations of this company was filed with the United States Court on Thursday. It deals simply with the fiscal year ended March 31, 1894, and the operations from that period to Jan. 28, the day the receivership was granted. It lacks sensational features and is unaccompanied by notes, nothing it is said having been found requiring notation. According to a press dispatch the report contains the following:

For the fiscal year ending March 31, 1894, the net earnings of the distilleries were \$946,203, out of which there was a surplus of \$617,613. For the ten months ending Jan. 28 the earnings of the distilleries were \$368,909, and the surplus was \$126,413. The total surplus profits from the organization of the Trust are given as \$4,101,164.

The total receipts for the year ending March 31, 1894, were \$1,847,980, and the expenditures \$1,350,275, leaving a balance in cash of \$497,705. The total receipts from April 1, 1894, to Jan. 28 last were \$1,912,099.06, the expenditures were \$1,749,368.62 and the cash in hand \$162,730.44.

The balance sheet shows that on Jan. 28 the capital stock and investments were \$38,343,997.23. The current assets were \$1,635,142.64, and the current liabilities \$551,590.15. The surplus assets are given as in the totals in the business operations, \$4,101,164.67.

The Master in Chancery of the United States Court has made a preliminary statement showing that \$1,089,276 worth of claims have been filed against the company. The attorneys of the trust say that of the claims only about \$300,000 of them are legitimate and collectible.—V. 60, p. 748.

Evansville & Terre Haute.—At the special meeting of the stockholders on Wednesday the resolution in regard to exchanging the Evansville & Richmond bonds for preferred stock of the E. & T. H. was carried by a unanimous vote.—V. 60, p. 606.

Grand Trunk of Canada.—In London on Tuesday the shareholders of this company elected the following Board of Directors nominated by the shareholders' committee: Sir

Charles Rivers Wilson, President; Lord Welby, Sir William L. Young, Col. F. Firebrace, Joseph Price, A. W. Smithers, G. Von Chauvin, Alexander Hubbard, Sir Henry Mather Jackson, J. A. Clutton-Brock and George Allen. Col. Firebrace is Managing Director of the Great Indian Peninsula Railway. The meeting was a purely formal one.—V. 60, p. 794.

Great Northern—Minneapolis Western Railway.—Messrs. Baring Brothers & Co., Limited, of London recently invited applications at 106 per cent, or £212 per \$1,000 bond for an issue of \$500,000 first mortgage five per cent gold bonds of the Minneapolis Western Railway Company. The principal (due July 1st, 1911,) and interest due January 1st and July 1st) are payable in New York in United States gold coin, or in London at the option of the holder at 4s. 1½d. per dollar, and is unconditionally guaranteed by the St. Paul Minneapolis & Manitoba and Great Northern railway companies by endorsement upon each bond.

Mr. James J. Hill, President of the Great Northern Railway Company, writes to Messrs. Baring Brothers & Co., Limited:

The Minneapolis Western Railway, of which the share capital is owned by the Great Northern Railway, is a terminal railway, including large freight yards, with storage for 600 cars, situated in the heart of the city of Minneapolis, and connecting by steel bridge across the Mississippi River the flour mills and elevators on the west side with the Minnesota Transfer, where the entire transfer business of roads centering in St. Paul and Minneapolis is effected. It has sole access to the mills on the west side, and is used by every railroad reaching the two cities. Net earnings have been for the past two years more than sufficient to meet interest requirements, about one-fifth of the business being furnished by the companies which guarantee the bonds and the balance by independent roads. The mortgage covers the entire property and equipment, is limited in amount to \$1,000,000, of which \$500,000 only, the present issue, are outstanding. The remaining bonds cannot be issued except for future extensions or additions. The bonds are unconditionally guaranteed principal and interest by the St. Paul Minneapolis & Manitoba and Great Northern companies by endorsement on each bond. The company has no other debt.—Vol. 60, p. 480.

Gulf & Inter-State.—Subscriptions are being obtained in Galveston, Tex., for \$250,000 first mortgage bonds of this company. If the entire \$250,000 are taken at par the promoters guarantee to complete the road from Beaumont to Galveston, a distance of 70 miles. One of the promoters says:

At Beaumont connection will be made with the Gulf Beaumont & Kansas City, which is building north to meet and has traffic arrangements with the Kansas City Pittsburg & Gulf Railroad, which has about 240 miles in operation and is building at three points—from Texarkana north and south and from Siloam Springs, Ark., south to close the gaps. When connection is made by the last-named roads these, with the Gulf & Inter-State Railway, will give a line shorter by 200 miles from Kansas City and that section to deep water at Galveston. If our line is not built this business will go to Sabine Pass over the Southern Pacific. The Gulf & Inter-State Company is authorized by the Railroad Commission of Texas to issue first mortgage 5 per cent 30-year gold bonds to the amount of \$10,000 per mile, and will be permitted to increase the same if necessary to build and own wharves, transfer boats and the like.

Hestonville Mantua & Fairmount (Philadelphia).—The stockholders on Monday authorized the lease of the Fairmount Park & Haddington Passenger Railway at a 6 per cent annual dividend. Stock of this new company for \$350,000 guaranteed by the Hestonville is to be allotted at par to the Hestonville stockholders in proportion of one share to ten Hestonville shares, there being \$50,000 additional of the new stock retained in the treasury. Cars, it is hoped, will be running on the new line soon after June 1.

Houston & Texas Central.—The Governor of Texas has vetoed the bill allowing the Houston & Texas Central Railway Co. to consolidate with it the Central Texas & Northwestern, the Fort Worth & New Orleans, the Austin & Northwestern and the Granite Mountain & Marble Falls City Railroad companies. The veto is based on a provision of the Constitution which prevents the consolidation of competing lines, or the consolidation of any roads without the unanimous consent of the shareholders.—V. 60, p. 748.

Kansas City Pittsburg & Gulf.—This railroad company has secured the listing on the Philadelphia Stock Exchange of \$5,520,000 five per cent gold bonds and \$5,520,000 common stock.—V. 60, p. 795.

Kentucky Midland.—At Frankfort, Ky., on May 2, Chief Justice Holt, as special chancellor, issued an order for the sale of the Kentucky Midland Railroad Sept. 2. The price of the road must be at least \$320,000. The application was made by the city of Frankfort, which claims municipal taxes against the road for several years and also holds \$20,000 bonds of the road.

Lehigh & New England.—The shareholders of the Lehigh & New England Railroad (the reorganized Pennsylvania Poughkeepsie & Boston Railroad) met Monday and re-elected the old management, with William J. Turner President.—V. 60, p. 606.

Listings on the New York Stock Exchange.—Securities of the following companies were listed at the Stock Exchange this week:

Savannah & Western, New York Ontario & Western, American Tobacco Company, \$17,900,000 common capital stock; Brooklyn Wharf & Warehouse Company, \$16,000,000.—V. 60, p. 748.

Long Island.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 mos. end.	Gross earnings.	Net earnings.	Other income.	Charges.	Balance.
Mar. 31.					
1893.....	\$660,569	\$102,277	\$3,645	\$252,590	def. \$146,668
1894.....	696,670	142,001	2,415	252,220	def. 107,804
9 months—					
1894-95.....	\$2,927,555	\$974,259	\$39,163	\$804,296	sur. \$239,128
1893-94.....	3,055,933	987,262	61,254	756,175	sur. 295,341

—V. 60, p. 522.

Long Island City & Newtown.—The Long Island Loan & Trust Company is seeking to foreclose a mortgage of \$100,000 against the Long Island City & Newtown Railroad Company, and application has been made to Justice Bartlett, in the Supreme Court in Brooklyn, for a receiver.

Louisville New Albany & Chicago.—This company has given notice to the Haskell & Baker Car Company that it will pay on May 10 \$245,000, being the balance due on the car trusts issued through that company. The funds for this purpose have been provided by advance subscriptions on the new issue of the company's securities. When this payment is made the only car trust outstanding will be a remnant on the series of cars held by certain English car builders operating in this country, who have declined to receive payment under discount of the obligations which they hold, amounting to \$189,000, distributed in small monthly payments up to the year 1899.—V. 60, p. 795.

Maine Central.—Earnings for the six months (from Oct. 1) ending March 31 have been as follows:

6 months end. Mar. 31—	Gross earnings.	Net earnings.	Charges.	Balance, surplus.
1894-5.....	\$2,294,318	\$781,063	\$657,346	\$123,717
1893-4.....	2,159,294	733,303	668,831	64,472

—V. 60, p. 349.

Manhattan Elevated.—The 7 per cent bonds of the New York Elevated R.R. Co. dated January 1, 1876, have been called for payment on Jan. 1 at 105.—V. 60, p. 795.

Metropolitan West Side Elevated (Chicago).—The stockholders of this company meet July 6 to vote on a proposition to issue \$15,000,000 of preferred stock. The West Side Construction Company, which has been building the road, has agreed to accept preferred stock in place of the \$5,000,000 of bonds to which it was entitled. The Metropolitan West Side mortgage is for \$15,000,000, but the \$10,000,000 which have already been sold will comprise the total issue, as the remaining \$5,000,000 will, under the arrangement above mentioned, be canceled. Such of the preferred stock as is not used to replace the \$5,000,000 of bonds will be sold to pay for building extensions, etc., when deemed advisable. The total system as now projected will embrace 17.96 miles of double-track, of which 10½ miles were successfully opened for transportation of passengers last week and 3¼ miles additional will be in operation by June 1.—V. 60, p. 711.

Mexican Central.—At a meeting of the Board of Directors of the Mexican Central Railway Co. (Limited), held May 6, Messrs. C. E. Perkins of Burlington, Ia., and Chas. J. Paine of Boston, Mass., were elected directors of this company, in place of Messrs. Chas. A. Browne and Frank P. McIntyre of Boston, resigned, and at the same meeting Mr. E. Rollins Morse, Chairman of the Finance Committee, was elected also to the position of Vice-President.—V. 60, p. 795.

Mexican Terminal Co.—Monterey Mineral Belt.—A despatch from Monterey, Mex., says that this road has been completed and will be placed in operation this week. It connects the smelters of Monterey with the rich mining district near here. William Johnston, President of the Johnston Steamship Company, is the President of the road, and C. K. Lord, Vice-President of the Baltimore & Ohio road, and J. A. Robertson, General Manager of the Monterey & Mexican Gulf Railroad are heavily interested in the enterprise.—V. 59, p. 825.

Nassau Electric Railway.—The franchise of this road was on Tuesday declared null and void by Justice Smith of the Supreme Court, who decided that the Aldermen were guilty of fraud in the manner in which they awarded the franchise.

The company, it is said, has paid out in the neighborhood of \$1,000,000 for construction, and Mr. Edward M. Grout, counsel for the plaintiff in the present suit, is quoted as saying that "undoubtedly Mr. Flynn (President of the Nassau) will apply to the Board of Aldermen for permission to operate the road, but it will be to the city's gain, for the present Aldermen could make the company pay 3 per cent of its receipts, instead of the previous percentage incorporated in the grant now declared void."

New Jersey & New York.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31.	Gross earnings.	Net earnings.	Fixed charges.	Balance.
1895.....	\$71,303	\$10,295	\$12,165	def. \$1,870
1894.....	67,138	8,596	11,599	def. 3,003

9 months.

1894-5.....	\$250,279	\$43,379	\$37,960	sur. \$5,419
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—V. 60, p. 259.

New York Central.—Actual earnings for the quarter and the nine months ending March 31 have been reported to the CHRONICLE as follows; estimated earnings were given in CHRONICLE of March 16.

3 mos. to Mar. 31.	Gross earnings.	Net earnings.	Charges.	Balance, surplus.	Dividends.
1895..	\$9,835,818	\$3,019,842	\$2,647,478	\$372,364	(1%)\$954,730
1894..	9,722,854	3,446,461	2,527,462	918,999	(1%)1,174,701

9 mos.—

'94-5..	\$31,994,869	\$10,685,176	\$7,905,093	\$2,780,083	(3%)\$3,339,991
'93-4..	33,762,613	11,168,801	7,741,080	3,427,721	(3%)3,410,409

The general balance sheet of March 31, 1895, includes among the assets, "Park avenue improvement and new bridge over Harlem River," \$1,070,609, against \$776,020 on Dec. 31, 1894.—V. 60, p. 749.

New York & Canada.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$185,649	\$45,415	\$78,750	def. \$33,335
1894.....	165,083	32,229	79,220	def. 45,991

9 months.

1894-5.....	\$629,917	\$182,696	234,541	def. 51,345
1893-4.....	604,520	154,475	232,341	def. 77,986

—V. 60, p. 302.

New York & New England.—Decrees of foreclosure have now been obtained in the courts in all the States in which the road lies. At the expiration of the usual limit for appeal the sale of the road will be advertised, and it is expected the reorganization will be speedily effected.

—Earnings for the quarter ending March 31 have been reported as follows:

3 months end. Mar. 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$1,297,829	\$296,575	\$463,069	def. \$166,494
1894.....	1,124,693	207,402	459,542	def. 252,140

—V. 60, p. 795.

New York New Haven & Hartford.—At Hartford, Conn., on Thursday, the Senate passed a resolution providing that holders of debenture bonds of this road may have the right to subscribe for any additional stock issued in the same ratio and at the same price the new stock is offered to the stockholders.

—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31—	Gross earnings.	Net earnings.	Other income.	Charges.	Balance, surplus.
1895.....	\$6,156,932	\$1,781,652	\$47,908	\$1,425,931	\$403,629
1894.....	5,453,274	1,650,992	110,007	1,372,476	388,523

9 months—

1894-5.....	\$20,536,511	\$6,764,408	\$198,504	\$4,202,387	\$2,780,525
1893-4.....	18,787,472	5,474,454	216,983	4,115,170	1,576,172

—V. 60, p. 606.

New York Ontario & Western.—Refunding bonds for \$500,000 were added this week to the bonds listed on the New York Stock Exchange, making the total bonds listed \$3,125,000. These \$500,000 bonds are understood to have been issued about eighteen months ago to pay in part for some new coal cars, and were deposited with the New York Guaranty & Indemnity Co., along with a pledge of the new equipment, to pay for the car trust notes issued in connection with the transaction. The company recently paid off enough to release the bonds, and the latter having been sold have been duly listed. As the company will be able in 1899 to retire its first mortgage bonds, the refunding 4s will eventually become the underlying issue of the property.—V. 60, p. 302.

Northwestern Elevated—Lake Street Elevated (Chicago).

—The Columbian Construction Company, which is building the Northwestern Elevated road has sent out circulars to stockholders of the construction company offering \$300,000 of Northwestern Elevated bonds at 90, with a stock bonus of 100 per cent. The work which has been done so far on the Northwestern Elevated has been carried on with funds realized from the subscriptions to the stock of the construction company. Now that the real work of construction is at hand, a large amount of money will be necessary, and \$1,800,000 in cash is to be raised from this issue of bonds. The Northwestern Elevated is the company which is to guarantee the first mortgage bonds of the Lake Street Elevated when reorganized.—Vol. 60, p. 795.

Northern Pacific—Great Northern.—There is talk of bringing these companies into harmonious relations by means of some kind of agreement, but so far as known no definite plan for accomplishing it has been formulated.—V. 60, p. 480, 712.

Ohio Southern.—At Lima, Ohio, on Thursday, this road was placed in the hands of its President, George W. Saul, as receiver, by Judge Ritchie of the Court of Common Pleas. The receivership was petitioned for by the administratrix of the estate of Philip Rousculp, deceased, who sold land to the company for which payment was not made. The petition stated that the company is insolvent, has no means or funds, is covered with liens, etc., and owes \$40,000 floating indebtedness, in addition to taxes due counties. It is said the company owes its 300 employees \$80,000 and the Lima Machine Works about \$5,000 for repair work, etc.

The officials in New York of the Ohio Southern road yesterday made the following statement regarding the receivership announced at Lima, O., on Thursday. "The receivership was forced on us practically by the action of the holders of the car trusts in attempting to attach our interest money. On the 30th of April our floating debt amounted to \$435,174, not including car trust obligations or accrued interest. This debt was almost wholly for loans made in connection with the general business, and against which there are assets of \$347,460 at present market values. Two applications for receivers were made, one at each end of the road, and we thought it wisest to agree to the appointment of a receiver on one of these applications on the condition that President Saul should be named. This was done, and we now have time to adjust the claims against us. We hope to soon arrange for the purchase of securities by a syndicate and have the receiver discharged. There will be no necessity of calling an assessment from the stockholders. Whether the proposed changes in the directory will be made now is uncertain."—V. 60, p. 795.

Panama RR.—Pacific Mail SS.—It can be stated on the authority of an official of the Panama Railroad Company that all negotiations pending during the last two years between that company and the Pacific Mail Steamship Company are at an end. The Panama people were unable to find any one connected with the Pacific Mail Steamship Company acting in its interests. The officials of the Pacific Mail Company seemed to care for nothing but the interests of the Southern Pacific Company, and for this reason it was thought useless to further prolong the fruitless meetings which have been held from time to time.—*New York News Bureau*.—V. 60, p. 604.

Philadelphia & Reading.—In the Reading general mortgage foreclosure suit this week the counsel for the railroad and also for Thomas McKean, who is a large holder of Reading securities, filed a demurrer to the foreclosure proceedings.—Vol. 60, p. 796.

Philadelphia Reading & New England.—Earnings for the quarter ending March 31 have been reported as follows:

3 months end. Mar. 31—	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$163,135	\$42,969	\$34,704	sur. \$8,265
1894.....	134,353	7,739	34,944	def. 27,205

—V. 60, p. 563.

Philadelphia & Westchester Traction.—A meeting of the stockholders of this newly chartered company has been called to act upon an increase in the company's capital stock to an amount not exceeding \$400,000. This company will absorb the Delaware County & Philadelphia, Castle Rock & West Chester Passenger Railway Company, and will construct an electric line to West Chester. The Delaware County road is now building its line on the West Chester turnpike towards Newtown Square at the rate of 2,000 feet a day.—*Philadelphia Ledger*.

Pittsburg & Western.—A daily paper on Wednesday printed the following: "President Thomas M. King, of the Pittsburg & Western Railway, is in this city, and will probably be joined in a day or two by other officials of the Baltimore & Ohio system who have given consideration to the subject of the readjustment of the finances of the Pittsburg & Western Division. A general conference on the subject of Pittsburg & Western affairs will be had, but it is by no means certain that the consolidated mortgage plan will be at once launched. The somewhat premature publicity given to the matter is believed to have interrupted certain negotiations."—V. 60, p. 792.

Portland (Ore.) Street Railway.—The *Oregonian* says a deal is about to be consummated whereby the entire electric street railway system of Portland, Ore., will pass under one management. J. M. Livesey of Port Townsend, representing an English syndicate, has an option on the property of the Portland Consolidated, the City & Suburban and the East Side railways, comprising 128 miles of electric lines. The Portland Consolidated and East Side roads are in the hands of receivers, but it is the intention of the syndicate to adjust all claims and clear the entire system of debt.

Rapid Transit in New York City.—On Thursday the Rapid Transit Commission adopted the report prepared for presentation to the Common Council. The routes adopted in the report are the same as those adopted about six weeks ago. Secretary Delafield said the general plans of construction were the same except that they went more into detail than heretofore. By the passage of the recently approved amendments to the Rapid Transit Law the Commission acquires more power and gets the right to spend \$55,000,000 instead of \$50,000,000. The report sets forth first a legal history of the Commission and its doings up to May 9. Then it continues:

The Board is of the opinion that the Rapid Transit Railway, the routes and general plan of construction of which it now submits for your consideration, can be completely built ready for operation (exclusive of the equipment, which is to be furnished by and be the property of the contractor who shall operate the same) for less than the sum of \$50,000,000.

The principal features of the plan of construction are these:

1. The tracks are to be placed substantially upon a level.
2. The railway is to be placed as near the surface as street conditions will permit.
3. The total depth of excavation necessary for the construction of the railway and its foundations will be in general only about eighteen feet, except in the centre of the street, where the depth will be about two feet greater. The elements which involve risk to the neighboring buildings have been almost completely eliminated, nor is any damage to abutting property to be apprehended in any case by the construction of the railway.

Below Park Place, on Broadway, the present plan includes only two tracks. These will be placed in a tunnel 25 feet wide and in the centre of the street. Old and large buildings like Trinity Church and the Astor House will not be exposed to the slightest danger.

5. The placing of the railway close to the street surface permits and requires an arrangement of sewers, water mains, gas pipes, electric conduits and other sub-surface structures in Broadway from Park Place to Thirty-fourth Street which will be most advantageous to the city and the owners of property on Broadway. It is proposed to construct, in connection with the railway and at the side of or beneath the tracks, large and well-appointed galleries, in which all such pipes and con-

duits will be placed. These galleries, when at the side, will facilitate the better ventilation and lighting of the tunnel, and the space afforded by them will facilitate construction and repairs. The proposed galleries will be carried along Broadway from Park Place to Thirty-fourth Street. In making a contract for the construction and operation of the railway the Board will reserve to the city all revenue to be derived from the use of the galleries for any purpose except a purpose necessary to the actual operation of the railway. The abutting owners on Broadway, after the construction of the road, will enjoy the great and for New York the unprecedented advantage of a street the surface of which need be disturbed only at long intervals, and then only to renew the pavements as they become worn by surface traffic.

6. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be considered desirable. The progress of construction will be expedited to the utmost, and the inevitable discomforts reduced to a minimum. The running of the surface cars is not to be suspended. On Broadway south of Thirty-fourth Street, except at Canal Street, no more of the street surface is to be interfered with at one time than one-half on one side or the other of the centre line of the street. Openings are not to be more than 300 feet long, and consecutive openings are to be separated by free and undisturbed spaces of at least 500 feet.

7. The railway tracks are to be of standard gauge, so that the railway cars can be large and commodious.—V. 60, p. 492.

Rensselaer & Saratoga.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$450,600	\$93,788	\$302,049	def. \$208,261
1894.....	428,614	86,212	297,330	def. 211,118

9 months.				
1894-5.....	\$1,717,795	\$652,276	\$900,710	def. \$244,434
1893-4.....	1,637,669	606,132	888,485	def. 282,333

—V. 60, p. 308.

Reorganization Plans, etc.—The following is an index to all defaults, reorganization plans, the names of all reorganization committees and all statements respecting the payment of overdue coupons that have been published in the CHRONICLE since the April edition of the INVESTORS' SUPPLEMENT was issued, all earlier facts of this nature being set forth in that publication. It does not, however, include matter in to-day's CHRONICLE.

The following abbreviations are used: *Plan* for reorganization or readjustment plan; *coup.* for coupon payments; *def.* for default; *Com.* for committee.

Volume 60.	Page.	Volume 60.	Page.
Atchison System—		Chicago & West Mich....	coup. 748
Colorado Midland.....	coup. 747		

Richmond Nicholasville Irvine & Beattyville.—A press dispatch from Louisville, Ky., states that the United States Circuit Court of Appeals on Tuesday decided the important case of the Central Trust Company of New York against the Richmond Nicholasville Irvine & Beattyville Railway Company. The case was appealed from the decision of Judge Barr in the Circuit Court. Judge Barr refused to allow the lien-holders any interest, but allowed their claims in full, amounting to about \$600,000. The Circuit Court of Appeals decides that Judge Barr erred in not allowing interest on the lien-holders' claims, and allows the interest, which amounts to nearly \$100,000. The Court also orders the road to be sold not later than the first day of October next to pay off the claims. The case now finally decided has been in the courts for several years.—V. 59, p. 153.

Rio Grande Western—Decision Regarding Rights of Bondholders.—The suit of a Denver & Rio Grande Western first mortgage bondholder to recover a judgment for money on 110 coupons attached to bonds not assenting to the reorganization plan of 1889 was decided this week in favor of the plaintiff. The case came up on appeal by the plaintiff from a judgment of the Supreme Court in favor of the defendant. The suit involved the right of a bondholder to bring action upon coupons, notwithstanding the provisions of the mortgage prohibiting individual bondholders from bringing suit to enforce the mortgage security and providing that the trustee only may take such proceedings. The decision of Judge Beach, with which Judges Van Brunt and Parker concurred, was that inasmuch as "there is no hint in the bond or in the coupon that the owner may not, in case of default, maintain action at law for the recovery of the principal or interest as it falls due," that the right to such action "cannot be nullified by an inconsistent provision contained in the trust deed." Notice of appeal has been given. This company was reorganized without foreclosure.—V. 60, p. 260.

Rochester & Southern.—At Albany, May 7, this company filed a certificate of incorporation. Its road is to be fourteen miles long, from the village of Honeoye Falls, in Monroe County, to Hemlock Lake, Livingston County. The capital stock is \$500,000, of which E. P. Wilbur, President of the Lehigh Valley Railroad, subscribed for 4,930 shares.

San Francisco & San Joaquin Valley.—The preliminary survey for the line south of Stockton, Cal., begun some weeks ago, has now been finished for about 25 miles. The terminal points of the road are to be San Francisco and a point in Kern County, near Bakersfield. So far only preliminary work has

been done, but the general route from Stockton to Bakersfield, a distance of 250 miles, is practically determined upon within limits of 15 miles laterally. It is probable that some contracts for grading will be let within the next 90 days. W. B. Stores, Jr., of San Francisco, is Chief Engineer of the road.—V. 60, p. 607.

Savannah Americans & Montgomery.—Messrs. John L. Williams & Sons, of Richmond, have issued a circular in which they say: "We are informed that all the money necessary to carry through the reorganization, retire all prior liens, including A. P. & L. bonds and receivers' certificates, and obtain a clear and perfect title to the property, has already been secured, and all other arrangements made for the purchase of the road on the 17th inst. by the bondholders' committee." Messrs. R. B. Sperry and F. S. Hambleton, members of the reorganization committee, have issued a circular explaining their opposition to the acquisition of the Columbus & Southern, and calling upon the bondholders to support them.—V. 60, p. 749.

Savannah & Western—Central R.R. of Georgia.—Central Trust Company receipts representing \$3,414,000 consols of the Savannah & Western were listed this week on the New York Stock Exchange, and permission was given to add further amounts as issued. A letter from the Mercantile Trust Company of New York was submitted, setting forth the fact that it does not now receive Savannah & Western bonds on deposit for any committee, the committee which it formerly represented having been dissolved. The time for depositing bonds with the Central Trust Company under the bondholders' protective agreement without penalty has been extended to June 10 next.—V. 60, pp. 657, 711.

Southern Cotton Oil Company.—The Secretary of this company has sent out the following circular to the stockholders:

We have been advised by counsel that in making the proposed reduction of capital stock, as per our circular of April 25, it would be best to include the \$1,000,000 which is authorized by your charter but has never been issued, that is to say making the reduction from \$5,000,000 to \$3,000,000 instead of from \$4,000,000 to \$2,000,000, and at the same time making the par value \$50 per share instead of \$100. This will have no effect on the number of outstanding shares, and you will still be entitled to receive the same number of shares at the reduced par value that you now hold.

It is understood that the plan for the reduction in capital will be almost unanimously adopted.—V. 59, p. 115.

Southern Railway—Cincinnati Extension Bonds.—The CHRONICLE has learned officially that the Southern Railway bonds and preferred stock given in exchange for the Cincinnati Extension bonds held by the Greenough syndicate have been distributed on the basis of \$300 in Southern Railway 5s and \$775 in Southern Railway preferred stock for each \$1,000 Cincinnati Extension bond, with past due coupons attached.—V. 60, p. 796.

Staten Island Rapid Transit.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. March 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$135,053	\$45,817	\$83,608	def. \$37,791
1894.....	173,589	21,927	80,693	def. 53,866
9 months.				
1894-5.....	\$691,140	\$309,987	\$258,363	sur. \$51,624
1893-4.....	742,344	268,235	240,991	sur. 27,294

—V. 60, p. 303.

Syracuse Binghamton & New York.—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. March 31.	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$174,420	\$53,241	\$16,405	\$6,836
1894.....	165,117	62,494	44,905	17,589
9 months.				
1894-5.....	\$637,198	\$258,417	\$136,367	\$122,050
1893-4.....	620,425	255,202	133,224	121,978

—V. 60, p. 303.

Toledo Ann Arbor & North Michigan.—The stockholders' application to vacate the decree of foreclosure and sale entered in the suits brought by the trustees of the consolidated and divisional mortgages of the Toledo Ann Arbor & North Michigan R.R. Co has been denied. The decree as originally entered contained no provision as to an upset price for the property, and the court has now directed that a resale of the property be had fixing the upset price of \$2,500,000. We understand that the resale will take place as soon as possible and that the only effect will be to delay the organization of the new company about 60 days.—V. 60, p. 799.

Union (Street) Railway, New York.—A meeting of the stockholders has been called for July 1 for the purpose of authorizing the company to guarantee the bonds of the Southern Boulevard Railway Company.

—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

3 months end. Mar. 31—	Gross earnings.	Net earnings.	Charges.	Balance.
1895.....	\$82,961	\$30,690	\$31,203	def. \$513
1894.....	93,440	39,959	44,378	def. 4,419
9 months—				
1894-5.....	\$332,288	\$146,097	\$99,475	sur. \$46,612
1893-4.....	337,483	173,276	127,428	sur. 45,848

Loans and bills payable March 31, 1895, were \$135,000, being the same as on Dec. 31, 1894.—V. 60, p. 303.

For other Investment Items see page 839.

Reports and Documents.

THE AMERICAN TOBACCO COMPANY.

APPLICATION TO THE NEW YORK STOCK EXCHANGE.

New York, April 19, 1895.

This company respectfully applies to have its Common Stock placed on the regular list of the New York Stock Exchange, its Preferred Stock having been listed September 10, 1890.

The present authorized capital of the company is \$35,000,000, consisting of \$14,000,000 Preferred Stock and \$21,000,000 Common Stock, and of which there has been issued and now outstanding \$11,935,000 Preferred Stock, divided into 119,350 full-paid shares of \$100 each, and \$17,900,000 Common Stock, divided into 358,000 full-paid shares of \$50 each, all of which is now in the hands of the public.

The Preferred Stock entitles the holders to receive in each year a dividend of eight per cent, payable quarterly, before any dividend is set apart or paid on the general or common stock, and if the net profits in any year shall not be sufficient to pay a dividend of eight per cent on the Preferred Stock, then such dividend shall be paid thereon as the net profits of the year will suffice to pay. The Preferred Stock also has a preference upon the assets of the company upon any final disposition or distribution thereof.

The by-laws provide that the company shall not increase its capital stock, or issue any bonds, or execute any mortgages to secure the same, unless thereunto authorized by a vote of two-thirds in value of the stockholders at any regular or special meeting thereof.

At all meetings of the stockholders each stockholder is entitled to one vote for each share held by him, which vote may be given personally or by proxy authorized in writing, signed by the stockholder.

The Directors are classified into one, two and three year terms; four for one year, three for two years, and five for three years.

The company has paid dividends on its common stock since its organization as follows:

Year ending December 31, 1890, 10 per cent.....	\$1,500,000
" " " 1891, 12 " ".....	2,148,000
" " " 1892, 12 " ".....	2,166,000
" " " 1893, 12 " ".....	2,152,500
" " " 1894, 12 " ".....	2,148,000

Making an aggregate of.....\$10,114,500

And has declared a quarterly dividend of 3 per cent, payable May 1, 1895.

The financial statement of the company for the year ending December 31, 1894, is herewith submitted.

The net earnings of the year, after deducting all charges and expenses for management, etc., are \$5,069,415 97, out of which the company has provided 2 per cent income tax thereon, amounting to \$101,388 31, and has declared four quarterly dividends of 2 per cent each on the preferred stock, amounting to \$54,800, leaving \$4,013,227 66 to be applied to its surplus account, and the payment of dividends on its common stock.

The surplus account of the company, as shown December 31, 1893, was \$5,333,062 65; added this year, \$4,013,227 66, making a total of \$9,346,290 31, out of which there has been declared 12 per cent dividend on its common stock, amounting to \$2,148,000, leaving a net surplus December 31, 1894, of \$7,198,290 31, being a net increase over that of December 31, 1893, of \$1,865,227 66.

ASSETS.

Real estate, machinery, fixtures, leaf tobacco, manufactured stock, operating supplies, patents, trade marks, etc.....	\$35,255,295 61
Cash.....	1,909,558 82
Bills and accounts receivable.....	1,535,740 99
Total assets.....	\$38,700,595 42

LIABILITIES.

Capital Stock—Common.....	\$17,900,000 00
Preferred.....	11,935,000 00
	\$29,835,000 00
Provision for regular quarterly dividend on Preferred Stock, payable February 6, 1895.....	\$238,700 00
Provision for dividend of 3 per cent on Common Stock, payable February 6, 1895.....	537,000 00
	\$775,700 00
Accounts current, payable.....	238,418 94
Accrued consignees' commissions.....	272,103 46
Advertising fund.....	279,694 40
Provision for income tax.....	101,388 31
Total liabilities.....	1,667,305 11
	\$1,502,305 11

SURPLUS.

As per statement, December 31, 1893.....	\$5,333,062 65
Net increase in 1894.....	1,865,227 66
	\$7,198,290 31

Those directors now holding office are: Lewis Ginter, Richmond, Va.; John Pope, Richmond, Va.; George Arents, New York City; James B. Duke, Somerville, N. J.; Benj. N. Duke, Durham, N. C.; George W. Watts, Durham, N. C.; W. H. Butler, New York City; Charles G. Emery, New York City; William A. Marburg, Baltimore, Md.; George W. Gail, Baltimore, Md.; Josiah Browne, Plainfield, N. J.; John Doerhoefer, Louisville, Ky.

The officers of the company for the ensuing year are: James B. Duke, president; W. H. Butler, first vice-president; John Pope, second vice-president; William A. Marburg, third vice-president; Josiah Brown, secretary; George Arents, treasurer.

The transfer agent is the Farmers' Loan & Trust Company of New York. The principal office of the company is at Newark, N. J.; its New York office is at 507-529 West Twenty-second Street.

A copy of the by-laws is herewith submitted, also a sample of the common stock certificates.

Very respectfully,

THE AMERICAN TOBACCO COMPANY.

By GEORGE ARENTS, Treasurer.

The Committee recommended that \$17,900,000 of the above-described common capital stock be admitted to the list.

Adopted by the Governing Committee May 8, 1895.

United States Cordage.—As to this company's floating debt it is officially stated that on January 1, 1895, the company had borrowed from bankers on collateral the sum of (approximately) \$2,180,000; loans subsequently made up to May 2 amounted to (approximately) \$908,000, making a total of about \$3,088,000. The payments made from January 1 to May 2 amounted to about \$1,700,000, leaving the total debt on collateral to bankers on May 2 about \$1,388,000. The net reduction of debt since January 1 is therefore about \$790,000. —V. 60, 564.

Waco Electric Railway & Light.—At Waco, Tex., on Tuesday, the properties, franchises and assets of this company were sold at public outcry for \$60,100 by Special Master Commissioner Winter, pursuant to an order granted by Judge L. W. Goodrich to Henry C. Scott, of St. Louis. It is said Mr. Scott will consolidate the line he has purchased with the Citizens' Street Car line and control the street car business in Waco.

Western New York & Pennsylvania.—The new securities issued under the plan of reconstruction were ready for delivery on Thursday.

—Earnings for the quarter and the nine months ending March 31 have been reported as follows:

	3 months end. Mar. 31.	Gross earnings.	Net earnings.	Other income.	Charges.	Balance.
1895.....	\$676,511	\$124,061	\$24,584	\$358,949	def. \$210,204	
1894.....	662,958	183,426	2,334	318,116	def. 132,356	
9 months.						
1894-5.....	\$2,466,058	\$756,577	\$41,636	\$974,598	def. \$176,383	
1893-4.....	2,358,466	651,532	8,278	952,910	def. 293,100	

The general balance sheet of Mar. 31, 1895, shows \$1,714,362 interest on funded debt due and accrued, against \$1,466,234 on Dec. 31, 1894; new equipment trust notes outstanding, \$256,085, against \$543,339; these being the principal changes. —V. 60, p. 712.

Winona & Southwestern.—At Winona, Minn., April 30, judgment was entered in the District Court in favor of the Winona & Southwestern Improvement Company against the Winona & Southwestern Railway Company for \$194,423 due on a promissory note given by the railway company Sept. 6, 1893. The Winona & Southwestern was sold in foreclosure Sept. 15, 1894, and the Winona & Western was organized to purchase its property. —V. 59, p. 836.

—"The Cause of Hard Times," by M. H. Crocker, has just been issued from the press of Little, Brown & Co., Boston. In this little book the author attempts to trace the causes of the recent "business depression," and to explain how it is that, in the midst of an abundance of all the products of labor, men have been forced—the rich by their diminished incomes and the poor by their want of employment and consequent loss of wages—to abstain from the full enjoyment of the good things which surround them.

—The Kansas Pacific Consolidated First Mortgage Bondholders' Committee, Frederick Tappen, Chairman, reports that a large number of bonds have been deposited under their agreement with the Mercantile Trust Company for the protection and enforcement of their rights, owing to the existing conditions between the Kansas Pacific Company and the Union Pacific Railway, and urge outstanding bondholders to unite at once for mutual protection.

—The city of Spokane, Wash., will have a decided impetus given its commercial interests by the proposed construction of two large mills by the Northwestern Milling & Power Company. The capacity of the flouring mill will be a thousand barrels a day, and a large export business with China is expected.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 10, 1895.

General trade continues in healthy and promising condition. Demand for all seasonable commodities expands somewhat slowly but nevertheless is steadily gaining in volume, and the increasing movement in goods serves to strengthen and in some cases advance values. Manufacturers of many staple commodities have been disturbed by demonstrations on the part of organized labor seeking to force an advance in wages beyond a parity of gain in value thus far secured on goods produced. Latest information at hand indicates that east of the Mississippi moisture is much needed to ensure rapid development of wheat and oats, but west of the river and in the Northwest rainfall has been sufficiently generous to greatly improve the condition of those grains, and from nearly the entire corn-planted area advices are encouraging. An abundant fruit crop is promised in consequence of the cold, backward spring having prevented premature development of buds. Export trade in leading staples has been moderate during current week. Speculation is somewhat more careful but generally favors investment in staple products.

There has been a better export demand for lard on the spot and prices have been steady, closing at 69c. for prime Western, 66½c. for prime City and 72½c. for refined for the Continent. There has been no speculation in the local market for lard futures but prices have weakened a trifle in response to easier advices from the West, due to continued selling by packers.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May.....	680	685	680	680	685	685
July.....	700	695	695	697	700	700

Pork has had a fair call, but at easier prices, closing at \$13 25@13 75 for mess, \$13 @15 for short clear and \$12 75 @13 for family. Cut meats have sold slowly and prices have declined, closing at 5½c. for pickled bellies, 12@10 lbs. average, 5½c. for pickled shoulders and 9@9½c. for pickled hams. Beef was quiet but steady, closing at \$3 for mess, \$9@10 for packet, \$11@13 for family and \$18@20 for extra India mess. Beef hams have declined, closing at \$19 00. Tallow has been moderately active and steady at 4½c. Lard stearine has been quoted nominally at 8½c. Oleo stearine has declined, closing at 8c. Cotton seed oil has been in fair export demand, at firm prices, closing at 23@24c. for prime crude and 27@27½c. for prime yellow. Butter has declined, closing at 12@17½c. for creamery. Cheese has also declined, closing at 4½@11c. for State factory, full cream. Fresh eggs have been weak and lower, closing at 12½@13c. for choice Western.

Coffee of Brazil growth has been neglected and somewhat nominal in value, but other descriptions sold with greater freedom and at steady rates. Rio quoted at 16c. for No. 7 flat bean, good Cucuta at 19½c. and staple Java 26¼@26½c. The dealing in options for future delivery was small and unimportant at irregular rates, finally closing about steady, especially on near months.

The following were the final asking prices:

May.....	14.40c.	Aug.....	14.60c.	Nov.....	14.55c.
June.....	14.35c.	Sept.....	14.60c.	Dec.....	14.50c.
July.....	14.65c.	Oct.....	14.65c.	March.....	14.30c.

Raw sugars continued active early in the week at further advance, but demand subsequently moderated, and prices eased off somewhat. Centrifugal quoted 3¼c. for 96-degree test and muscovado 2½c. for 89 degrees. Refined sugars, after an active opening and further advance, have also toned down somewhat; granulated quoted at 4½c. Teas unsettled and not so firm.

There was a fair inquiry for the better grades of Kentucky tobacco at full prices. Sales 200 hds. Seed leaf tobacco has been quiet but prices have held steady. Sales for the week were 1,250 cases as follows: 100 cases 1892 crop, New England Havana seed, 18@40c.; 150 cases 1893 crop, N. E. Havana seed, 6@10c.; 150 cases 1893 crop, Pennsylvania Havana seed, 9½@10½c.; 200 cases 1892 crop, Pennsylvania seed leaf, 8@10c.; 300 cases 1893 crop, New York State Havana, 5@8c.; 350 cases 1893 crop, Wisconsin Havana seed, 3¼@7c., and 100 cases 1892 crop, Gebhart, private terms; also 675 bales Havana, 65c.@\$1 05, and 240 bales Sumatra, \$1 40@\$2 80, in bond, for 1893 and 1894 crops.

A fair amount of interest has been shown in the market for Straits tin and prices have steadily advanced in response to stronger foreign advices, closing firm at 14.90@15c. Ingot copper has continued to advance and the close was strong at 10 25@10.30c. for Lake. Lead has been quiet and without change, closing steady at 3 07½c. for domestic. Spelter has advanced and the close was firm at 3.32½@3.35c. for domestic. Pig iron has been moderately active and steady, closing at \$9 50@\$12 50 for domestic.

Refined petroleum has been quiet, closing steady at 8.25c. in bbls., 5.75c. in bulk and 9c. in cases; crude in bbls. has been nominal; naphtha, 9c. Crude certificates have advanced, closing at \$1 77 bid. Spirits turpentine has further declined, closing easy at 29@29½c. Rosins have advanced, closing firm at \$1 55@\$1 60 for common and good strained. Wool has been dull but steady. Hops have been quiet and without change.

COTTON.

FRIDAY NIGHT, May 10, 1895.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 41,900 bales, against 56,937 bales last week and 69,965 bales the previous week, making the total receipts since the 1st of Sept., 1894, 7,687,266 bales, against 5,748,092 bales for the same period of 1893-4, showing an increase since Sep. 1, 1894, of 1,939,174 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	972	2,134	1,067	1,535	153	819	6,680
Velasco, &c.....						978	978
New Orleans.....	2,265	3,610	4,061	1,140	2,209	2,884	16,169
Mobile.....	53	98	38	7	3	74	273
Florida.....						46	46
Savannah.....	237	423	662	461	256	279	2,318
Brunswick, &c.....						175	175
Charleston.....	60	60	20	75	79	38	332
Pt. Royal, &c.....						67	67
Wilmington.....	7	16	6	4	5	3	41
Wash'ton, &c.....							
Norfolk.....	199	338	223	114	392	66	1,332
West Point.....		200	585				785
N'port N., &c.....						578	578
New York.....	350	531	102		65		1,048
Boston.....	1,926	1,010	1,345	762	775	867	6,885
Baltimore.....						2,623	2,623
Philadelph'a &c.....	452	443	149	101	166	429	1,770
Totals this week.....	6,551	8,863	8,258	4,199	4,103	9,926	41,900

The following shows the week's total receipts, the total since Sept. 1, 1894, and the stock to-night, compared with last year.

Receipts to May 10.	1894-95.		1893-94.		Stock.	
	This Week.	Since Sep. 1, 1894.	This Week.	Since Sep. 1, 1893.	1895.	1894.
Galveston.....	6,680	1,642,735	2,736	990,625	33,441	28,273
Velasco, &c.....	978	71,977	1,342	38,049		
New Orleans.....	16,169	2,525,169	6,440	1,814,545	226,633	113,327
Mobile.....	273	234,775	623	198,187	13,935	15,303
Florida.....	46	25,111	230	34,758		
Savannah.....	2,318	920,246	4,112	932,974	27,319	28,571
Brunswick, &c.....	175	150,407	3,798	92,486	5,628	3,547
Charleston.....	332	424,242	851	336,696	30,239	26,338
P. Royal, &c.....	67	151,380		77,799		
Wilmington.....	41	234,079	71	188,755	11,905	5,119
Wash'n, &c.....		928		499		
Norfolk.....	1,332	458,459	2,305	467,722	21,368	24,750
West Point.....	785	283,286	637	236,266	2,728	3,423
N'p't N., &c.....	578	41,002	204	59,806	333	5,902
New York.....	1,048	136,304		69,830	226,885	238,520
Boston.....	6,885	141,207	1,638	96,947	14,030	8,000
Baltimore.....	2,623	112,701	726	57,139	16,603	14,490
Philadelph., &c.....	1,770	133,258	2,087	55,129	13,678	8,317
Totals.....	41,900	7,687,266	27,850	5,748,092	614,765	523,890

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1895.	1894.	1893.	1892.	1891.	1890.
Galveston, &c.....	7,658	4,073	4,279	4,708	4,852	421
New Orleans.....	16,169	6,440	10,619	20,739	18,712	6,425
Mobile.....	273	623	336	705	1,328	83
Savannah.....	2,318	4,112	4,153	5,234	4,268	1,294
Char'ton, &c.....	399	851	760	1,210	3,482	295
Wilm'ton, &c.....	41	71	390	278	317	26
Norfolk.....	1,332	2,305	2,364	3,113	3,908	919
W. Point, &c.....	1,363	891	1,435	2,253	5,026	1,022
All others.....	12,347	8,479	5,814	11,787	10,626	1,020
Tot. this wk.....	41,900	27,850	30,150	50,127	52,519	11,505

Since Sept. 1 7637,266 5748,092 4931,536 6845,152 6675,044 5723,382

The exports for the week ending this evening reach a total of 52,536 bales, of which 27,973 were to Great Britain, 1,036 to France and 33,517 to the rest of the Continent. Below are the exports for the week and since September 1, 1894.

Exports from—	Week Ending May 10.				From Sept. 1, 1894, to May 10, 1895			
	Great Brit'n.	France.	Conti-nent.	Total.	Great Brit'n.	France.	Conti-nent.	Total.
Galveston.....			584	584	798,255	212,413	322,691	1,333,359
Velasco, &c.....			471	471			50,862	50,862
New Orleans.....	10,395		1,438	11,833	618,285	444,163	633,843	1,891,271
Mobile & Pen.....					85,395		31,139	117,015
Savannah.....					69,132	27,160	443,310	539,602
Brunswick.....					74,745		25,330	100,075
Charleston.....					249,944	17,689	218,603	481,236
Wilmington.....		1,299	1,280	2,579	55,014	4,180	138,232	197,426
Norfolk.....		1,600		1,600	139,385		40,950	180,324
West Point.....					70,871		36,287	107,158
N'p't News, &c.....	100			100	32,837			32,837
New York.....	5,978	1,036	12,430	19,444	407,364	37,309	240,863	685,536
Boston.....	10,605		1	10,606	332,128		2,477	334,605
Baltimore.....	261		4,823	5,084	90,574	6,955	138,589	242,398
Philadelph'a.....	694		910	1,604	50,585		15,954	66,539
Total.....	27,973	1,036	23,517	52,526	3,170,994	749,849	2,327,430	6,248,273
Total, 1893-94.....	29,498	6,082	18,871	54,451	2,725,938	576,684	1,593,806	4,896,428

* Including Port Royal.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Lambert & Barrows, Produce Exchange Building.

May 10 at—	ON SHIPBOARD, NOT CLEARED—FOR					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	10,807	11,648	20,095	596	43,146	183,487
Galveston.....	11,988	None.	579	5,758	18,325	18,116
Savannah.....	None.	None.	None.	None.	None.	27,319
Charleston.....	None.	None.	None.	400	400	29,539
Mobile.....	3,000	None.	None.	None.	3,000	16,935
Norfolk.....	1,500	None.	500	2,600	4,600	16,784
New York.....	5,800	600	12,650	None.	19,050	207,485
Other ports.....	7,000	None.	4,500	None.	11,500	53,395
Total 1895.....	40,095	12,248	33,324	9,354	100,021	544,744
Total 1894.....	15,300	300	25,595	12,835	54,030	469,800
Total 1893.....	41,761	7,194	29,517	7,498	85,970	502,139

Speculation in cotton for future delivery at this market has been irregular. During the early portion of the week local sentiment was bearish under improved conditions for growing crop and an impression that previous support given by prominent operators had been withdrawn. Subsequently a stronger feeling was infused in anticipation of a Government estimate of greatly reduced acreage. Saturday's market found buyers very indifferent, and with many small lots anxious to liquidate and secure profit, with close of the week the pressure was sufficient to reduce values 7 points. Monday also opened tamely, with another decline of 7 points, but that shrinkage led to some covering demand, and nearly the entire loss was regained. During Tuesday considerable moderate fluctuation took place, but on the whole the tone was easy in consequence of improving crop reports and absence of encouragement from abroad. On Wednesday the position was held about steady in absence of information from domestic sources calculated to exert an important influence. Yesterday, however, on rumor of probable heavy decrease in acreage to be shown in forthcoming Government estimate there was quick demand to cover and a sharp advance of 9@10 points net. To-day the opening was steady, but followed by a decline of 10@12 points in view of a bearish construction placed upon the acreage report from the Agricultural Bureau. Cotton on the spot has been dull, finally closing at 1-16c. decline; middling uplands 6 3/4c.

The total sales for forward delivery for the week are 594,000 bales. For immediate delivery the total sales foot up this week 13,798 bales, including 1,393 for export, 1,505 for consumption, — for speculation and 10,900 on contract. The following are the official quotations for each day of the past week—May 4 to May 10.

Rates on and off middling, as established Nov. 23, 1893, by the Revision Committee, at which grades other than middling may be delivered on contract:

Fair.....	6 1/4 on.	Good Ordinary.....	6 1/2 off.
Middling Fair.....	7 1/2 on.	Good Middling Tinged.....	Even.
Strict Good Middling.....	7 1/2 on.	Strict Middling Stained.....	7 1/2 off.
Good Middling.....	7 1/2 on.	Middling Stained.....	7 1/2 off.
Strict Low Middling.....	7 1/2 off.	Strict Low Mid. Stained.....	7 1/2 off.
Low Middling.....	7 1/2 off.	Low Middling Stained.....	7 1/2 off.
Strict Good Ordinary.....	7 1/2 off.		

On this basis the prices for a few of the grades would be as follows:

UPLANDS.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16
Low Middling.....	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Middling.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Good Middling.....	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Middling Fair.....	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16
GULF.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16	5 1/16
Low Middling.....	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Middling.....	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Good Middling.....	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8
Middling Fair.....	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16	7 1/16
STAINED.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Low Middling.....	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8
Middling.....	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Strict Middling.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Good Middling Tinged.....	6 1/16	6 1/16	6 1/16	6 1/16	6 1/16	6 1/16	6 1/16

MARKET AND SALES.

The total sales of cotton on the spot and for future delivery each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND CONTRACT.					Sales of Futures.
	Ex- port.	Con- sump.	Spec- ul' n.	Con- tract.	Total.	
Sat'day.....	Easy.....	1,193	57		1,250	50,800
Monday.....	Quiet.....		61		6,800	6,881
Tuesday.....	Quiet.....		44		1,000	1,440
Wed'day.....	Quiet.....	2,500	776		3,100	4,076
Thur'day.....	Quiet.....		98		96	199,500
Friday.....	Quiet at 1 1/2 dec.		75		75	173,500
Total.....		1,393	1,505		10,900	13,798

Total 594,000

	1895.	1894.	1893.	1892.
Stock at Liverpool.....bales.	1,680,000	1,691,000	1,591,000	1,711,000
Stock at London.....do.	8,000	8,000	5,000	15,000
Total Great Britain stock.	1,688,000	1,699,000	1,596,000	1,726,000
Stock at Hamburg.....do.	25,000	25,000	16,000	4,000
Stock at Bremen.....do.	33,000	189,000	173,000	149,000
Stock at Amsterdam.....do.	20,000	16,000	18,000	27,000
Stock at Rotterdam.....do.	200	200	300	200
Stock at Antwerp.....do.	18,000	18,000	10,000	6,000
Stock at Havre.....do.	487,000	459,000	413,000	413,000
Stock at Marseilles.....do.	5,000	7,000	9,000	12,000
Stock at Barcelona.....do.	104,000	71,000	99,000	93,000
Stock at Genoa.....do.	46,000	16,000	20,000	21,000
Stock at Trieste.....do.	17,000	22,000	19,000	20,000

Total Continental stocks.	1,060,200	824,200	777,300	744,200
Total European stocks	2,748,200	2,523,200	2,373,300	2,470,200
Indiacont' afloat for Europe	159,000	195,000	190,000	239,000
Amer. cont' afloat for Europe	270,000	196,000	160,000	279,000
Egypt, Brazil, &c., afloat for Europe	30,000	41,000	55,000	32,000
Stock in United States ports	644,765	523,890	588,129	743,491
Stock in U. S. interior towns	148,553	158,917	243,086	284,971
United States exports to-day	4,740	21,809	6,796	1,177
Total visible supply	4,005,258	3,656,816	3,616,311	4,029,839
Of the above, totals of American and other descriptions are as follows:				
<i>American—</i>				
Liverpool stock	1,572,000	1,429,000	1,341,000	1,477,000
Continental stocks	977,000	690,000	684,000	865,000
American afloat for Europe	270,000	196,000	160,000	279,000
United States stock	644,765	523,890	588,129	743,491
United States interior stocks	148,553	158,917	243,086	284,971
United States exports to-day	4,740	21,809	6,796	1,177
Total American	3,617,058	3,016,618	3,003,011	3,370,639
<i>East Indian, Brazil, &c. —</i>				
Liverpool stock	108,000	262,000	250,000	234,000
London stock	8,000	8,000	5,000	15,000
Continental stocks	83,200	134,200	113,300	139,200
India afloat for Europe	159,000	195,000	190,000	239,000
Egypt, Brazil, &c., afloat	30,000	41,000	55,000	32,000
Total East India, &c.	388,200	640,200	613,300	659,200
Total American	3,617,058	3,016,618	3,003,011	3,370,639
Total visible supply	4,005,258	3,656,816	3,616,311	4,029,839
Middling Upland, Liverpool	3½d.	3½d.	4½d.	3½d.
Middling Upland, New York	6¾c.	7½c.	7½c.	7½c.
Egypt Good Brown, Liverpool	6½d.	4½d.	5½d.	4½d.
Peruv. Rough Good, Liverpool	5½d.	5½d.	6½d.	6½d.
Broad Fine, Liverpool	3½d.	4½d.	4½d.	3½d.
Tinnelly Good, Liverpool	3½d.	3½d.	4½d.	3½d.

The above figures indicate an *increase* in the cotton in sight to-night of 318,442 bales as compared with the same date of 1894, an *increase* of 388,947 bales over the corresponding date of 1893 and a decrease of 24,581 bales from 1892.

TOWNS.	
Montgomery,	ALABAMA.....
Seima,	".....
Helen,	ARKANSAS.....
Albion Road,	GEORGIA.....
Atlanta,	".....
Augusta,	".....
Columbus,	".....
Macon,	".....
Route 1,	KENTUCKY.....
Shreveport,	LOUISIANA.....
Columbus,	MISSISSIPPI.....
Greenville,	".....
Norfolk,	".....
Vienna,	".....
Yazoo City,	".....
St. Louis,	MINNESOTA.....
Charlottesville,	N. CAROLINA.....
Raleigh,	".....
Cincinnati,	OHIO.....
Columbia,	S. CAROLINA.....
Newberry,	TENNESSEE.....
Memphis,	".....
Nashville,	TEXAS.....
Houston,	".....
Honolulu,	".....
Total, 31 towns	

Movement to May 10, 1904.					Movement to May 11, 1904.				
Receipts.		Shipper's week.	Stock May 10.	This week.	Receipts.		Shipper's week.	Stock May 11.	This week.
This week.	Since Sept. 1, '94				This week.	Since Sept. 1, '94			
23	19,279	21	1,006	35	19,343	292	1,681		
225	143,466	116	3,073	35	159,967	797	3,481		
50	77,200	100	6,078	68	63,738	141	3,298		
186	68,662	.....	668	.....	34,008	20	20
308	73,435	.....	765	165	69,035	668	5,163	
**100	74,605	106	2,168	.....	4,158	668	5,763	
298	165,884	106	1,587	.....	65,494	360	1,800	
743	207,834	106	1,587	.....	127,161	270	1,771	
.....	74,605	106	1,587	.....	42,841	143	1,771	
298	165,884	106	1,587	.....	42,841	143	1,771	
50	69,492	381	14,308	68	64,341	143	1,771		
25	69,435	48	1,259	41	60,223	143	1,771		
70	85,481	200	3,855	48	58,885	52	2,738		
75	10,383	11	983	13	8,845	88	2,738		
267	117,004	1,622	6,355	276	75,987	750	5,243		
129	40,417	311	1,54	11	25,310	61	81		
129	42,819	100	770	5	28,290	55	60		
139	41,629	1,091	1,274	109	32,143	761	3,207		
152	69,536	1,479	1,913	408	30,603	171	2,267		
116	69,536	369	1,254	408	30,603	171	2,267		
114	5,738	369	1,254	408	30,603	171	2,267		
5,430	912,608	6,010	39,589	4,113	608,658	5,776	4,813		
1,06	24,325	.....	39,589	4,113	608,658	5,776	4,813	
1,13	370,001	271	1,912	26	206,110	6,193	1,993		
4,571	370,001	4,504	10,219	5,668	206,110	6,193	1,993		
57	33,304	473	.....	26	11,026	59	.....	
67	16,990	57	145	50	50	50	.....	
1,046	550,292	7,269	24,058	1,002	475,307	5,880	32,912		
2,498	59,974	3,452	488	98	33,565	163	1,511		
281	119,765	850	3,758	31	43,651	100	2,411		
359	53,757	215	78	65	43,894	100	2,411		
4,388	117,4420	7,864	8,574	2,169	1,033,442	3,327	6,400		
5,668,570	40,720	11,183	.....	2,169	1,033,442	3,327	.....	

* Louisville figures "net" in both years.
† This year's figures estimated.
‡ Last year's figures for season to date revised.

The above totals show that the interior stocks have decreased during the week 17,425 bales and are now 7,364 bales less than at same period last year. The receipts at all the towns have been 6,982 bales more than same week last year and since Sept. 1 are 1,829,687 bales more than for same time in 1897-98.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (May 10), we add the item of exports from the United States including in it the exports of Friday only.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below we give closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Week ending May 10	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	6½	6¼	6¼	6¼	6¼	6¼
New Orleans...	6½	6¼	6¼	6¼	6¼	6¼
Mobile...	6½	6¼	6¼	6¼	6¼	6¼
Savannah...	6½	6¼	6¼	6¼	6¼	6¼
Charleston...	6½	6¼	6¼	6¼	6¼	6¼
Wilmington...	6½	6¼	6¼	6¼	6¼	6¼
Norfolk...	6½	6¼	6¼	6¼	6¼	6¼
Boston...	6½	6¼	6¼	6¼	6¼	6¼
Baltimore...	6½	6¼	6¼	6¼	6¼	6¼
Philadelphia...	6½	6¼	6¼	6¼	6¼	6¼
Augusta...	6½	6¼	6¼	6¼	6¼	6¼
Memphis...	6½	6¼	6¼	6¼	6¼	6¼
St. Louis...	6½	6¼	6¼	6¼	6¼	6¼
Houston...	6½	6¼	6¼	6¼	6¼	6¼
Cincinnati...	6½	6¼	6¼	6¼	6¼	6¼
Louisville...	6½	6¼	6¼	6¼	6¼	6¼

The closing quotations to-day (Friday) at other important Southern markets were as follows.

Atlanta...	6½	Little Rock...	5½	Newberry...	5½
Columbus, Ga.	6	Montgomery...	6	Raleigh...	6¼
Columbus, Miss.	5½	Nashville...	6¼	Selma...	6¼
Mobile...	6½	Natchez...	6½	Shreveport...	5½

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week ending—	Receipts at the Ports.			Stk's at Interior Towns.			Rec'ts from Plantations		
	1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895.
Apr. 5.....	51,569	54,279	116,767	335,257	248,312	275,914	26,599	33,655	65,761
" 12.....	51,243	63,867	93,523	333,387	218,173	247,849	31,373	30,668	65,456
" 19.....	42,893	47,903	80,617	307,836	230,041	214,773	17,344	32,771	45,541
" 26.....	48,144	44,304	69,995	280,377	184,945	186,641	18,605	26,265	43,833
May 3.....	30,938	38,823	50,327	259,203	170,939	165,978	9,874	24,814	36,274
" 10.....	39,150	27,850	41,900	243,096	185,917	148,553	14,033	12,831	24,475

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1894, are 7,778,434 bales; in 1893-94 were 5,427,343 bales; in 1892-93 were 4,935,938 bales.

2.—That although the receipts at the outports the past week were 41,990 bales, the actual movement from plantations was only 21,475 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 12,831 bales and for 1893 they were 14,033 bales.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since September 1. As the returns reach us by telegraph late Friday night it is impossible to enter so largely into detail as in our regular monthly report, but all the principal matters of interest are given. This weekly publication is of course supplementary to the more extended monthly statements. The results for the week ending May 10 and since Sept. 1 in the last two years are as follows:

May 10.	1894-95.		1893-94.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Shipped—				
Via St. Louis.....	6,910	890,802	5,776	1585,715
Via Cairo.....	2,019	322,133	1,483	221,780
Via Hannibal.....	.....	845	.....	13,703
Via Evansville.....	.....	3,770	.....	7,263
Via Louisville.....	1,937	180,945	.....	111,074
Via Cincinnati.....	2,797	170,827	1,202	99,825
Via other routes, &c.....	1,632	130,421	987	120,549
Total gross overland.....	15,295	1,699,443	14,046	1,159,892
Deduct shipments—				
Overland to N. Y., Boston, &c.	12,126	523,470	4,451	278,945
Overland to interior towns.....	886	29,933	8	21,376
Inland, &c., from South.....	2,068	69,443	1,130	94,287
Total to be deducted.....	14,780	622,846	5,589	394,808
Leaving total net overland.....	515	1,076,597	8,457	765,084

* Including movement by rail to Canada. † Revised.

The foregoing shows that the week's net overland movement this year has been 515 bales, against 8,457 bales for the week in 1894, and that for the season to date the aggregate net overland exhibits an excess over a year ago of 311,513 bales.

In Sight and Spinners' Takings.	1894-95.		1893-94.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Receipts at ports to May 10.....	41,900	7,687,266	37,850	5,748,092
Net overland to May 10.....	515	1,076,597	8,457	765,084
Southern consumption to May 10	12,000	606,000	12,000	567,040
Total marketed.....	55,415	9,369,863	48,307	7,080,176
Interior stocks in excess.....	17,425	91,218	15,019	79,751
Came into sight during week.....	37,990	.....	33,268	.....
Total in sight May 10.....	.....	9,461,081	.....	7,159,927
North'n spinners tak'gs to May 10	11,029	1,959,617	17,593	1,386,422

* Decrease during week.

It will be seen by the above that there has come into sight during the week 37,990 bales, against 33,268 bales for the same week of 1894, and that the increase in amount in sight to-night as compared with last year is 2,301,154 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic advices from the South this evening are in the main of a favorable character. Beneficial rain has fallen in most localities, but in the coast section of Texas moisture is needed. The temperature has been satisfactory. Planting is nearly completed and cotton where up is as a rule doing well.

Galveston, Texas.—Rain has fallen on one day of the week, to the extent of ten hundredths of an inch. The thermometer has averaged 72, the highest being 79 and the lowest 64.

Palestine, Texas.—We have had rain on three days of the week, the rainfall reaching five inches and twenty-one hundredths. The thermometer has averaged 72, ranging from 56 to 88.

Huntsville, Texas.—There has been hard rain on four days of the week, the rainfall reaching six inches and eighty-six hundredths. The thermometer has ranged from 62 to 88, averaging 75.

Dallas, Texas.—The greater portion of the cotton crop is planted, except in the Northwestern section of the State. Early-planted seed is coming up nicely since the rains, and stands have improved. Generally the weather has been beneficial to the crop, except along the coast, where rain is needed. We have had good rain on two days of the week, beneficial to crops, the rainfall reaching eighty-five hundredths of an inch. Average thermometer 74, highest 93, lowest 56.

San Antonio, Texas.—We have had rain on two days during the week, the precipitation being two inches and ninety-four hundredths. The thermometer here has averaged 73, the highest being 86 and the lowest 60.

Luling, Texas.—It has rained on two days of the week, the precipitation reaching two inches and fifty-two hundredths. The thermometer has averaged 74, ranging from 50 to 93.

Columbia, Texas.—There has been but a trace of rain the past week. The thermometer has ranged from 63 to 90, averaging 76.

Cuero, Texas.—Rain has fallen on three days of the week, to the extent of eighty-two hundredths of an inch. Average thermometer 76, highest 90 and lowest 62.

Brenham, Texas.—There has been rain on three days during the week, the precipitation reaching three inches and eighty-five hundredths. The thermometer has averaged 70, the highest being 88 and the lowest 52.

Belton, Texas.—Rain has fallen on three days during the week, to the extent of two inches and sixty-two hundredths. The thermometer has averaged 79, ranging from 60 to 93.

Fort Worth, Texas.—It has rained on two days of the week, the precipitation having been ninety-two hundredths of an inch. The thermometer has ranged from 56 to 91, averaging 74.

Weatherford, Texas.—We have had rain on one day of the week, to the extent of one inch and eight hundredths. Average thermometer 73, highest 90, lowest 56.

New Orleans, Louisiana.—Rain has fallen on three days of the week, to the extent of fifty-five hundredths of an inch. The thermometer has averaged 74.

Shreveport, Louisiana.—The week's rainfall has been two inches and thirty-nine hundredths, on four days. The thermometer has averaged 74, ranging from 60 to 87.

Columbus, Mississippi.—We have had rain on three days during the week, the precipitation reaching eighty-six hundredths of an inch. Crops are grassy as a result of too much rain. The thermometer has ranged from 63 to 90, averaging 75.

Leland, Mississippi.—Rainfall for the week thirty-nine hundredths of an inch. Average thermometer 72-7, highest 85 and lowest 61.

Meridian, Mississippi.—We have had rain on five days of the week, interfering with farm operations. The thermometer has averaged 73, the highest being 86 and the lowest 56.

Little Rock, Arkansas.—The week's rainfall has been one inch and seventy hundredths, on two days. The thermometer has averaged 70, ranging from 55 to 85.

Helena, Arkansas.—There has been sufficient moisture and crops look fine. We have had local showers on two days during the week, the precipitation reaching one inch and twenty-nine hundredths. The thermometer has ranged from 62 to 85, averaging 73.

Memphis, Tennessee.—The condition of young crops is good. It has rained on one day of the week, the rainfall being one hundredth of an inch. The weather is now cloudy. Average thermometer 75, highest 87-6 and lowest 61-2.

Nashville, Tennessee.—It has rained on two days of the week, the precipitation reaching one inch and eight hundredths. The thermometer has averaged 73, the highest being 88 and the lowest 62.

Mobile, Alabama.—Crop reports are favorable. There has been rain on two days of the week, to the extent of thirteen hundredths of an inch. The thermometer has averaged 74, ranging from 64 to 84.

Montgomery, Alabama.—Crops are developing well. It has rained on six days during the past week, mostly showers, the rainfall reaching thirty-four hundredths of an inch. The thermometer has ranged from 66 to 84, averaging 75.

Selma, Alabama.—Rain has fallen on four days of the week, to the extent of fifty-eight hundredths of an inch. Average thermometer 75, highest 87 and lowest 62.

Madison, Florida.—Stands are reported good as a rule. It has rained on three days of the week, the rainfall reaching one inch. The thermometer has averaged 75, the highest being 85 and the lowest 68.

Columbus, Georgia.—There has been rain on three days the past week, the precipitation being ninety-five hundredths

of an inch. The thermometer has averaged 77, ranging from 67 to 86.

Savannah, Georgia.—We have had rain on two days during the week, the precipitation reaching twenty-seven hundredths of an inch. The thermometer has ranged from 63 to 84, averaging 73.

Augusta, Georgia.—Rain has fallen on five days of the week, to the extent of eighteen hundredths of an inch. Average thermometer 73, highest 86, lowest 61.

Albany, Georgia.—Telegram not received.

Charleston, South Carolina.—We have had rain on two days of the week, to the extent of seventeen hundredths of an inch. The thermometer has averaged 72, ranging from 60 to 85.

Stateburg, South Carolina.—Conditions have been favorable for work as well as the growth of crops. We have had rain on one day of the week, the precipitation reaching sixty-six hundredths of an inch. The thermometer has ranged from 56 to 82, averaging 69.9.

Greenwood, South Carolina.—Telegram not received.

Wilson, North Carolina.—There has been rain on three days of the week, the precipitation being one inch and two hundredths. Average thermometer 73, highest 90, lowest 54.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock May 9, 1895, and May 10, 1894.

	May 9, '95.	May 10, '94.
New Orleans.....	Above zero of gauge.	8.5
Memphis.....	Above zero of gauge.	7.7
Nashville.....	Above zero of gauge.	7.4
Shreveport.....	Above zero of gauge.	5.5
Vicksburg.....	Above zero of gauge.	16.0

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to May 9.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Sept. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Brit'n.	Continent.	Total.	This Week.	Since Sept. 1.
'94-5	2,000	35,000	37,000	10,000	281,000	291,000	90,000	1,045,000
'93-4	31,000	31,000	62,000	41,000	575,000	616,000	63,000	1,389,000
'92-3	2,000	32,000	34,000	32,000	555,000	587,000	90,000	1,263,000
'91-2	3,000	27,000	30,000	44,000	519,000	563,000	88,000	1,243,000

	Shipments for the week.			Shipments since Sept. 1.		
	Great Brit'n.	Continent.	Total.	Great Brit'n.	Continent.	Total.
Calcutta—						
1894-95...	1,000	3,000	4,000	11,000	12,000	23,000
1893-94...	.....	.....	.....	16,000	43,000	59,000
Madras—						
1894-95...	.....	.....	.....	13,000	12,000	25,000
1893-94...	.....	.....	.....	23,000	17,000	40,000
All others—						
1894-95...	.....	.....	.....	15,000	42,000	57,000
1893-94...	.....	1,000	1,000	24,000	46,000	70,000
Total all—						
1894-95...	1,000	4,000	5,000	39,000	68,000	105,000
1893-95...	.....	.....	.....	63,000	106,000	169,000

The above totals for the week show that the movement from the ports other than Bombay is 5,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1894, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1894-95		1893-94.		1892-93	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Bombay.....	37,000	291,000	31,000	616,000	34,000	587,000
All other ports.....	.....	105,000	5,000	169,000	2,000	104,000
Total.....	37,000	396,000	36,000	785,000	36,000	691,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 8.	1894-95.		1893-94.		1892-93.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars).....	4,000	.....	21,000	.....	9,000
Shipments.....	4,516,000	.....	4,809,000	.....	5,111,000

Exports (bales)——	1894-95.		1893-94.		1892-93.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
To Liverpool.....	4,000	249,000	7,000	298,000	5,000	278,000
To Continent.....	9,000	310,000	11,000	247,000	5,000	274,000
Total Europe.....	13,000	559,000	18,000	545,000	10,000	552,000

*A cantar is 98 pounds.

This statement shows that the receipts for the week ending May 8 were 4,000 cantars and the shipments to all Europe 13,000 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market continues firm for both yarns and sheetings. The demand for China is improving. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

	1895.						1894.					
	32s Oop.		34s lbs.		Oott'n Mid.		32s Oop.		34s lbs.		Oott'n Mid.	
Apr. 5	55.15	56.6	4 0.15	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15
" 12	55.15	56.6	4 1 0.6	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15
" 19	55.15	56.6	4 1 0.6	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15
" 26	55.15	56.6	4 2 0.6	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15
May 3	55.15	56.6	4 2 0.6	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15
" 10	55.15	56.6	4 2 0.6	56.8	2 3.3	6.4	52.7	5 2	57 1.1	4.15	4.15	4.15

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (May 10) and since Sept. 1, 1894, the stocks to-night, and the same items for the corresponding periods of 1893-94, are as follows.

Receipts to May 10.	1894-95.		1893-94.		Stock.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	1895.	1894.
Savannah.....	13	64,148	34	54,105	763	1,754
Charleston.....	11	5,298	.....	2,203	148	429
Florida, &c.....	.....	5,139	.....	3,511	567	1,181
Total.....	24	74,585	34	59,824	1,478	3,364

The exports for the week ending this evening reach a total of 153 bales, of which 153 bales were to Great Britain, — to France and — to Reval, and the amount forwarded to Northern mills has been 353 bales. Below are the exports for the week and since September 1 in 1894-95 and 1893-94.

Exports from—	Week Ending May 10.			Since Sept. 1, 1894.			North'n Mills.	
	Great Brit'n.	Fr'nce &c.	Total.	Great Brit'n.	Fr'nce &c.	Total.	Week.	Since Sept. 1.
Savannah.....	.....	.....	18,085	2,441	20,526	235	28,925	18
Charl't'n, &c.....	.....	.....	2,913	53	2,966	.....	1,384	4,172
Florida, &c.....	.....	.....	765	3,018	765	.....	.....	.....
New York.....	125	.....	4,156	8,251	7,174	.....	.....	.....
Boston.....	.....	.....	252	.....	8,251	.....	.....	.....
Baltimore.....	.....	.....	.....	.....	252	.....	.....	.....
Total.....	152	.....	152	34,422	5,512	39,934	253	34,461
Total 1893-4.....	.....	.....	.....	31,918	4,212	36,130	118	22,092

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations May 10 at Savannah, for Floridas, common, 8c.; medium fine, 11½c.; choice, 15½c.

Charleston, Carolinas, medium fine, 22c. to 24c.; fine, 28c.; extra fine, 30c. to 35c.

EXCHANGES.—The following exchanges have been made during the week:

02 pd. to exch. 1,800 May for Aug.	05 pd. to exch. 500 Nov. for Dec.
26 pd. to exch. 1,000 July for Jan.	19 pd. to exch. 400 June for Oct.
10 pd. to exch. 600 June for Aug.	04 pd. to exch. 100 Oct. for Nov.
03 pd. to exch. 1,200 Aug. for Dec.	09 pd. to exch. 200 Aug. for Oct.
13 pd. to exch. 100 June for Sept.	10 pd. to exch. 100 June for Aug.
07 pd. to exch. 200 June for May.	11 pd. to exch. 100 June for Aug.
03 pd. to exch. 500 June for July.	05 pd. to exch. 100 May for Aug.
08 pd. to exch. 500 Aug. for Oct.	04 pd. to exch. 400 Sept. for Oct.
15 pd. to exch. 100 June for Oct.	10 pd. to exch. 1,000 Aug. for Oct.
10 pd. to exch. 200 May for Oct.	08 pd. to exch. 400 Aug. for Oct.
08 pd. to exch. 100 June for May	

MAY REPORT OF THE AGRICULTURAL BUREAU.—Under date of May 10 the Agricultural Bureau at Washington issued the following respecting cotton:

The cotton report as consolidated by the Statistician of the Department of Agriculture for the month of May relates to the progress of cotton planting and contemplated acreages. It shows that the amount of proposed breadth planted prior to the first of May was 78.5 against 81.6 last year and 85.3 the year before, which is ten points lower than the acreage usually planted at that date. The returned estimates of area planted by States are as follows: North Carolina, 55; South Carolina, 75; Georgia, 79; Florida, 95; Alabama, 87; Mississippi, 84; Louisiana, 86; Texas, 75; Arkansas, 79; Tennessee, 79. The delay was caused principally by the cold backward spring, while in some sections it was the result of dry weather. The indications at present point to about the usual acreages in the States of North Carolina, South Carolina, Georgia, Alabama and Arkansas, and a reduction in the States of Mississippi, Louisiana, Texas and Tennessee.

The proportion of the crop planted May 1 this year in comparison with the four previous years, and also with an average year, as given in a previous report of the Agricultural Bureau, is as follows:

STATES.	Proportion of Crop Planted May 1.					Proportion Planted May 1. Ave'ge Year.
	1895.	1894.	1893.	1892.	1891.	
Virginia.....	45	11	34	40	35	67
North Carolina.....	55	74	85	70	63	81
South Carolina.....	75	88	90	83	78	83
Georgia.....	79	86	92	85	80	87
Florida.....	95	95	92	90	92	88
Alabama.....	87	83	83	83	80	85
Mississippi.....	84	83	85	78	77	80
Louisiana.....	86	81	87	72	78	87
Texas.....	75	84	81	83	79	87
Arkansas.....	79	61	71	64	76	83
Tennessee.....	79	65	76	45	71	80
Average.....	78.5	81.6	85.3	78.3	77.5	86

EUROPEAN COTTON CONSUMPTION TO MAY 1.—We have received to-day by cable Mr. Ellison's cotton figures brought down to May 1. The revised totals for last year have also been received and we give them for comparison. Spinners' takings in actual bales and pounds have been as follows:

October 1 to May 1.	Great Britain.	Continent.	Total.
For 1894-95.			
Takings by spinners...bales	2,124,000	2,747,000	4,871,000
Average weight of bales, lbs.	508	490	497.9
Takings in pounds.....	1,078,992,000	1,346,230,000	2,425,222,000
For 1893-94.			
Takings by spinners...bales	2,107,000	2,623,000	4,730,000
Average weight of bales, lbs.	478	467	471.6
Takings in pounds.....	1,007,500,000	1,225,020,000	2,232,520,000

According to the above, the average weight of the deliveries in Great Britain is 508 pounds per bale this season, against 478 pounds during the same time last season. The Continental deliveries average 490 pounds against 467 pounds last year, and for the whole of Europe the deliveries average 497.9 pounds per bale against 471.6 pounds last season. Our dispatch also gives the full movement for this year and last year in bales of 400 pounds.

Oct. 1 to May 1. Bales of 400 lbs. each, 000s omitted.	1894-95.			1893-94.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	50,	348,	398,	68,	258,	326,
Takings in October....	381,	289,	670,	316,	235,	551,
Total supply.....	431,	637,	1,068,	384,	543,	927,
Consump. Oct., 4 wks.	328,	392,	720,	320,	356,	676,
Spinners' stock Nov. 1	103,	245,	348,	64,	187,	251,
Takings in November....	364,	577,	941,	326,	388,	714,
Total supply.....	467,	822,	1,289,	390,	575,	965,
Consump. Nov., 4 wks.	328,	392,	720,	320,	356,	676,
Spinners' stock Dec. 1	139,	430,	569,	70,	219,	289,
Takings in December....	384,	634,	1,018,	403,	545,	948,
Total supply.....	523,	1,064,	1,587,	473,	764,	1,237,
Consump. Dec., 5 wks.	410,	490,	900,	400,	445,	845,
Spinners' stock Jan. 1	113,	574,	687,	73,	319,	392,
Takings in January....	364,	496,	860,	394,	488,	882,
Total supply.....	477,	1,070,	1,547,	467,	807,	1,274,
Consump. Jan., 4 wks.	328,	392,	720,	320,	372,	692,
Spinners' stock Feb. 1	149,	678,	827,	147,	435,	582,
Takings in February....	351,	443,	794,	351,	443,	794,
Total supply.....	500,	1,121,	1,621,	498,	878,	1,376,
Consump. Feb., 4 wks.	328,	392,	720,	320,	372,	692,
Spinners' stock Feb. 28	172,	729,	901,	178,	506,	684,
Takings in March.....	509,	520,	1,029,	435,	454,	889,
Total supply.....	681,	1,249,	1,930,	613,	960,	1,573,
Consump. Mar., 5 wks	410,	490,	900,	400,	465,	865,
Spinners' stock Apr. 1	271,	759,	1,030,	213,	493,	706,
Takings in April.....	344,	406,	750,	293,	459,	752,
Total supply.....	615,	1,165,	1,780,	506,	954,	1,460,
Consump. Apr., 4 wks.	323,	392,	720,	320,	372,	692,
Spinners' stock May 1	287,	773,	1,060,	186,	582,	768,

The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to this time for the two years.

Oct. 1 to May 1. Bales of 400 lbs. each, 000s omitted.	1894-95.			1893-94.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	50,	348,	398,	68,	258,	326,
Takings to May 1.....	2,697,	3,335,	6,032,	2,515,	3,062,	5,577,
Supply.....	2,749,	3,713,	6,462,	2,586,	3,321,	5,907,
Consump'n 30 weeks.	2,460,	2,940,	5,400,	2,400,	2,738,	5,138,
Spinners' stock May 1	287,	773,	1,060,	186,	582,	768,
Weekly Consumption.						
000s omitted.						
In October.....	82.0	98.0	180.0	80.0	89.0	169.0
In November.....	82.0	98.0	180.0	80.0	89.0	169.0
In December.....	82.0	98.0	180.0	80.0	89.0	169.0
In January.....	82.0	98.0	180.0	80.0	93.0	173.0
In February.....	82.0	98.0	180.0	80.0	93.0	173.0
In March.....	82.0	98.0	180.0	80.0	93.0	173.0
In April.....	82.0	98.0	180.0	80.0	93.0	173.0

The foregoing shows that the weekly consumption is now 180,000 bales of 400 pounds each, against 173,000 bales of like weights at the corresponding time last year. The total spinners' stocks in Great Britain and on the Continent have increased 31,000 bales during the month and are now 292,000 bales greater than at the same date last year.

JUTE BUTTS, BAGGING, &c.—There has been a very moderate business in jute bagging during the week under review, but prices are as last quoted, viz., 4½c. for 1½ lbs., 4½c. for 2 lbs., and 4½c. for standard grades in a jobbing way. Carload lots of standard brands are quoted at 4½c. for 1½ lbs., 4½c. for 2 lbs., and 5c. for 2½ lbs. f. o. b. at New York. Jute butts have been very dull on the spot, but are quoted to arrive at 1½c. for paper quality and 1½c. for mixing and 1½c. for bagging quality.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 123,767 bales.

	Total bales.
NEW YORK—To Liverpool, per steamer Tauris, 2,840.....	2,840
To Hull, per steamer Buffalo, 2,745.....	2,745
To London, per steamer Ontario, 366.....	366
To Glasgow, per steamer Ethiopia, 27 Sea Island.....	27
To Havre, per steamer La Bourgoigne, 1,036.....	1,036
To Bremen, per steamers Ems, 1,143.....Havel, 600.....	1,743
To Hamburg, per steamers Phoenicia, 2,913.....Suevia, 1,540.....	4,453
To Antwerp, per steamer Noordland, 200.....	200
To Gottenburg, per steamer Virginia, 350.....	350
To Genoa, per steamers Kaiser Wilhelm II, 1,132.....Victoria, 3,023.....	4,150
To Naples, per steamer Victoria, 1,534.....	1,534
NEW ORLEANS—To Liverpool, per steamers Allia, 4,975.....Floridian, 6,140.....Mexican, 8,012.....Roose, 1,323.....	27,600
SANTANDERINO, 6,950.....	6,950
To Havre, per steamer Chelydra, 6,219.....	6,219
To Bremen, per steamer Memnon, 8,028.....	8,028
To Hamburg, per steamer Galilea, 1,777.....	1,777
To Barcelona, per steamer Berenguer el Grande, 5,700.....	5,700
To Malaga, per steamer Berenguer el Grande, 1,700.....	1,700
GALVESTON—To Liverpool, per steamer Rita, 4,149.....Vivina, 8,069.....	12,218
To Havre, per steamer Rita, 1,723.....	1,723
To Bremen, per steamer Monomoy, 500.....	500
SAVANNAH—To Barcelona, per steamer Linda, 5,225.....	5,225
To Genoa, per steamer Linda, 1,400.....	1,400
CHARLESTON—To Bremen, per steamer Glenwood, 2,000.....	2,000
To Barcelona, per bark Catalina, 1,354.....	1,354
WILMINGTON—To Bremen, per steamer Corinthia, 3,581.....	3,581
NORFOLK—To Bremen, per steamer Menantie, 3,683.....	3,683
BOSTON—To Liverpool, per steamers Bostonian, 1,331.....Catalonia, 1,789.....Sachem, 2,898 upland and 65 Sea Island.....	8,710
Saxamore, 2,577.....	10
To Yarmouth, per steamer Yarmouth, 10.....	552
BALTIMORE—To Liverpool, per steamer Sedgemore, 552.....	1,050
To London, per steamer Michigan, 1,050.....	6,002
To Bremen, per steamer Oldenburg, 6,002.....	700
To Hamburg, per steamer Bohemia, 700.....	700
To Rotterdam, per steamer Tampico, 700.....	700
PHILADELPHIA—To Liverpool, per steamer Southwark, 4,791.....	4,791
To Antwerp, per steamer Illinois, 200.....	200
Total.....	123,767

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

GALVESTON—To Hamburg—May 6—Steamer Crown, 584.
NEW ORLEANS—To Liverpool—May 7—Steamer Astronomer, 5,380....
May 9—Steamer S. 335.
To Hamburg—May 9—Steamer Monomoy, 1,438.
WILMINGTON—To Norfolk—May 6—Bark Gustav Metzler, 1,350.
NORFOLK—To Hamburg—May 4—Steamer British Empire, 1,630.
NEWPORT NEWS—To Liverpool—May 4—Steamer Shenandoah, 100.
BOSTON—To Liverpool—May 2—Steamer Scotsman, 5,348 upland and 125 Sea Island....May 3—Steamer Gallia, 474....May 6—Steamer Cambrian, 1,694....May 7—Steamer Georgian, 3,123.
To Yarmouth—May 4—Steamer Yarmouth, 1.
BALTIMORE—To Liverpool—May 3—Steamer Queensmore, 261.
To Bremen—May 1—Steamer Weimar, 4,943.
PHILADELPHIA—To Liverpool—May 3—Steamer Indiana, 634.
To Antwerp—May 7—Steamer Switzerland, 50.
SAN FRANCISCO—To Japan—Steamer Coptic, 860.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam.d	7 ⁶¹	7 ⁶¹	3 ³²	3 ³²	3 ³¹	3 ³¹
Manchester.....d	22 ¹	22 ¹	25 ¹	25 ¹	25 ¹	25 ¹
Havre, asked.....c	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶
Do later.....c	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶
Bremen, June.....d	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶
Do later.....d	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶
Hamburg, steam.d	25 ¹	25 ¹	25 ¹	25 ¹	25 ¹	25 ¹
Do steam.d	27 ¹	27 ¹	27 ¹	27 ¹	27 ¹	27 ¹
Ams'dam, steam.s	27 ¹	27 ¹	27 ¹	27 ¹	27 ¹	27 ¹
Reval, v. Hamb.d	23 ¹	23 ¹	23 ¹	23 ¹	23 ¹	23 ¹
Do v. Hull.....d	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹
Barcelona.....d	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹
Genoa.....d	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹	9 ⁶¹
Trieste, June 8.....d	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹	11 ⁶¹
Antwerp, steam.d	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶
Ghent, v. Antw'p.d	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶	1 ⁶

† Cents net per 100 lbs. * And 5 per cent.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port:

	April 19	April 26	May 3.	May 10.
Sales of the week.....bales.	53,000	92,000	78,000	48,000
Of which exporters took.....	800	1,900	2,100	2,600
Of which speculators took.....	1,400	3,400	3,900	3,700
Sales American.....	50,000	85,000	68,000	42,000
Actual export.....	4,000	4,000	8,000	5,000
Forwarded.....	56,000	81,000	75,000	65,000
Total stock—Estimated.....	1,722,000	1,716,000	1,676,000	1,680,000
Of which American—Estimated.....	1,603,000	1,600,000	1,565,000	1,572,000
Total import of the week.....	72,000	79,000	44,000	75,000
Of which American.....	63,000	73,000	38,000	69,000
Amount afloat.....	138,000	110,000	147,000	114,000
Of which American.....	135,000	105,000	140,000	110,000

The tone of the Liverpool market for spots and futures each day of the week ending May 10, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 1:45 P. M.	Fully maintained	Easier.	Quiet and firm.	Moderate demand.	Fair business doing.	Harden's.
Mid. Up'ds.	319 ^g	316 ^g	316 ^g	316 ^g	316 ^g	3 ^g
Sales.....	8,000	10,000	8,000	8,000	12,000	8,000
Spec. & exp.	500	500	500	500	1,000	500
Futures.						
Market, 1:45 P. M.	Steady at 2-04 ad. vance.	Easier at 2-04 @ 3-51 decline.	Steady at 1-54 @ 2-04 advance.	Steady at 1-54 @ 2-04 adv.	Steady.	Steady.
Market, 4 P. M.	Steady.	Quiet and steady.	Quiet and steady.	Steady.	Very steady.	Barely steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling clause, unless otherwise stated:

The prices are given in pence and 64ths. Thus: 2 63 means 2 63-64d., and 3 01 means 3 1-64d.

	Sat., May 4.				Mon., May 6.				Tues., May 7			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
May.....	3 35	3 35	3 35	3 35	3 32	3 33	3 32	3 33	3 34	3 34	3 33	3 33
May-June..	3 35	3 35	3 35	3 35	3 32	3 33	3 32	3 33	3 34	3 34	3 33	3 33
June-July..	3 36	3 36	3 36	3 36	3 33	3 33	3 33	3 33	3 34	3 34	3 33	3 33
July-Aug..	3 37	3 37	3 37	3 37	3 34	3 35	3 34	3 35	3 35	3 35	3 34	3 35
Aug-Sept..	3 38	3 38	3 38	3 38	3 35	3 36	3 35	3 36	3 37	3 37	3 36	3 36
Sept-Oct..	3 40	3 40	3 40	3 40	3 36	3 37	3 36	3 37	3 38	3 38	3 37	3 37
Oct-Nov..	3 41	3 41	3 41	3 41	3 37	3 38	3 37	3 38	3 39	3 39	3 38	3 38
Nov-Dec..	3 42	3 42	3 42	3 42	3 38	3 39	3 38	3 39	3 40	3 40	3 39	3 39
Dec-Jan..	3 43	3 43	3 43	3 43	3 39	3 40	3 39	3 40	3 41	3 41	3 40	3 40
Jan-Feb..	3 44	3 44	3 44	3 44	3 40	3 41	3 40	3 41	3 42	3 42	3 41	3 41
Feb-Mch..	3 45	3 45	3 45	3 45	3 41	3 42	3 41	3 42	3 43	3 43	3 42	3 42
Mch-April..	...	...	...	...	...	...	...	...	...	...	...	...

	Wed., May 8.				Thurs., May 9				Fri., May 10			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
May.....	3 33	3 33	3 33	3 33	3 36	3 37	3 36	3 37	3 37	3 37	3 36	3 36
May-June..	3 33	3 33	3 33	3 33	3 36	3 37	3 36	3 37	3 37	3 37	3 36	3 36
June-July..	3 33	3 34	3 33	3 34	3 36	3 37	3 36	3 37	3 37	3 37	3 37	3 37
July-Aug..	3 34	3 35	3 34	3 35	3 38	3 38	3 38	3 38	3 38	3 38	3 38	3 38
Aug-Sept..	3 36	3 36	3 36	3 36	3 39	3 40	3 39	3 40	3 40	3 40	3 39	3 39
Sept-Oct..	3 37	3 37	3 37	3 37	3 40	3 41	3 40	3 41	3 41	3 41	3 40	3 40
Oct-Nov..	3 38	3 38	3 38	3 38	3 41	3 42	3 41	3 42	3 42	3 42	3 41	3 41
Nov-Dec..	3 39	3 39	3 39	3 39	3 42	3 43	3 42	3 43	3 43	3 43	3 42	3 42
Dec-Jan..	3 40	3 40	3 40	3 40	3 43	3 44	3 43	3 44	3 44	3 44	3 43	3 43
Jan-Feb..	3 41	3 41	3 41	3 41	3 44	3 45	3 44	3 45	3 45	3 45	3 44	3 44
Feb-Mch..	3 42	3 42	3 42	3 42	3 45	3 46	3 45	3 46	3 46	3 46	3 45	3 45
Mch-April..	...	...	...	...	...	...	...	...	...	...	...	...

BREADSTUFFS.

FRIDAY, May 10, 1895.

Early in the week the market for wheat flour was quiet, but subsequently millers lowered the price of spring patents about 10c. per bbl., owing to increased receipts of wheat in the Northwest, and a good business was transacted. At the close, however, prices were advanced to their former bases and trade was quieter. Winter-wheat grades have been in light supply and held above buyers' views. City mills have sold fairly well at full values. Rye flour has been dull, as the high prices asked has checked business. For the choice grades of corn meal an advance of 5c. per bbl. has been asked, thereby checking trade. To-day the market for wheat flour was quiet but steady.

There has been decidedly less excitement in the speculation in wheat futures, and early in the week prices declined under realizing sales by "longs," prompted by easier foreign advices and the increased movement of the crop at the West, but subsequently renewed buying by the leading operators at the West and reports of unfavorable weather conditions throughout a considerable portion of the wheat belt, caused a sharp advance. In the spot market business has been quiet and prices have followed futures. The sales yesterday included No. 2 red winter at 2c. over May f. o. b. afloat and No. 1 hard c. i. f. to Buffalo at 1 1/4c. over July. To-day the market was quiet and easier under more favorable weather advices from the West. The spot market was quiet. The sales included No. 2 red winter at 2c. over May f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May delivery.....	63 1/2	66	66 1/2	67 1/2	67 1/2	67 1/2
June delivery.....	64 1/2	66 1/2	67 1/2	68 1/2	68 1/2	68 1/2
July delivery.....	64 1/2	66 1/2	67 1/2	68 1/2	68 1/2	68 1/2
August delivery.....	64 1/2	66 1/2	67 1/2	68 1/2	68 1/2	68 1/2
September delivery.....	64 1/2	66 1/2	67 1/2	68 1/2	68 1/2	68 1/2
December delivery.....	64 1/2	66 1/2	67 1/2	68 1/2	68 1/2	68 1/2

Speculation in the market for Indian corn futures has been fairly active and prices have advanced on buying by "shorts" to cover contracts, stimulated by the smallness of receipts and the poor grading of the same. The export demand has been better and this has also helped to strengthen values. The spot market has been moderately active and prices have been steady. The sales yesterday included No. 2 mixed at 56 1/2c. f. o. b. afloat, steamer mixed at 1c. @ 1 1/4c. under May in elevator and No. 2 white at 56c. in elevator. To-day the market was weaker under realizing sales by "longs" and in sympathy with the decline in wheat. The

spot market was steady. The sales included No. 2 mixed at 1 1/4c. over July f. o. b. afloat and yellow at 56 1/2c. delivered.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May delivery.....	54 1/2	54 1/2	55 1/2	55 1/2	55 1/2	54 1/2
July delivery.....	54 1/2	54 1/2	55 1/2	55 1/2	55 1/2	55 1/2
September delivery.....	54 1/2	54 1/2	55 1/2	55 1/2	55 1/2	55 1/2

Oats for future delivery have been moderately active and prices have declined under free offerings, prompted by heavy shipments from interior to the seaboard. In the spot market business has been fairly active but at lower prices. The sales yesterday included No. 2 mixed at 32 1/4 @ 32 1/2c. in elevator and No. 2 white at 37c. in elevator. To-day the market was quiet and easier with wheat and corn. The spot market was weaker. The sales included No. 2 mixed at 32c. in elevator and No. 2 white at 36 1/2 @ 37c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May delivery.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	31 1/2
June delivery.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
July delivery.....	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2

	FLOUR.	GRAIN.
Fine.....	2 20 @ 2 30	Patent, winter..... 33 35 @ 33 65
Superfine.....	2 40 @ 2 60	City mills extras..... 3 50 @ 3 60
Extra, No. 2.....	2 60 @ 2 75	Rye flour, superfine..... 3 60 @ 4 10
Extra, No. 1.....	2 70 @ 2 90	Buckwheat flour..... 3 00 @ 3 10
Clears.....	2 80 @ 3 25	Corn meal..... 2 00 @ 2 65
Straights.....	3 30 @ 3 60	Western, &c..... 2 75 @ 2 80
Patent, spring.....	3 60 @ 4 00	Brandywine..... 2 75 @ 2 80

GRAIN.					
	c.	q.	Corn, per bush—	c.	q.
Wheat—					
Spring, per bush..	64	77	West'n mixed.....	52	57
Red winter No. 2..	67½	69½	Steamer mixed.....	54	55½
Red winter.....	60	70	Western yellow.....	53	57
White.....	72	76	Western White.....	53	57
Oats—Mixed, per bu.	32	34	Rye—		
White.....	36½	41	Western, per bush.	65	66
No. 2 mixed.....	32	33	State and Jersey.....	50	51
No. 2 white.....	36½	37½	Barley—No. 2 West'n.....	50	51
			State 2-rowed.....	50	51
			State 6-rowed.....	50	51

AGRICULTURAL DEPARTMENT REPORT ON CEREALS, &c.—The report of the Department of Agriculture showing the condition of the cereal crops on May 1 was issued on the 10th inst., and is as follows:

The May returns in the Department of Agriculture show an increase in wheat of 1.5 points from April, the average being 82.9 against 81.4 last month and 81.4 in May, 1894. The averages of the principal winter-wheat States are: Ohio 85; Michigan 78; Indiana 87; Illinois 90; Missouri 90; Kansas 45; California 97. The average of these seven States is 82.3, against 81.5 in April, being an increase of a little less than 1 point. In the Southern States the averages range from 55 in Texas to 59 in Alabama. Winter rye like wheat has advanced nearly 2 points since last month, its average in May being 89.7, against 87 for the same date in April. The percentage of New York is 97; Pennsylvania 92; Michigan 88; Illinois 92; Kansas 54. The prospects for rye throughout the rye belt are fair except in the State of New York, where it is too dry, while in the States of Minnesota and Kansas the crop was considerably damaged by the severe winter and has not recovered. The average condition of winter barley is 94, against 62.3 in the month of May, 1894, and 83.6 in 1893. The lowest conditions are in Texas, Indiana and Iowa, and the highest in New York, California and Oregon. The condition of spring pasture is 89.7, of mowing lands 89.4. The proportion of spring plowing done May 1 is reported as 82.8 per cent against 83.5 last year and 73.4 in 1893.

The movement of breadstuffs to market as indicated in the statement below is prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending May 4, 1895, and since August 1, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 48 lbs.
Chicago.....	49,510	153,617	951,093	1,217,972	94,125	54,340
Milwaukee.....	40,790	108,267	18,200	163,000	97,480	33,330
Omaha.....	84,384	559,212	.....	8,310	1,318	.....
Minneapolis.....	.....	835,680	15,030	.....	.....	.....
Colorado.....	1,460	39,000	85,700	13,600	2,400	2,500
Detroit.....	2,175	13,411	21,200	39,829	7,476	.....
Cleveland.....	9,064	52,710	14,808	16,611	.....	.....
St. Louis.....	23,225	96,347	79,045	141,585	12,750	1,485
Peoria.....	8,850	19,900	261,850	280,500	9,100	1,300
Kansas City.....	.....	17,241	.....	.....	.....	.....
Tot. wk. '95.	219,458	1,593,288	1,444,416	1,881,437	224,619	92,845
Same wk. '94.	326,900	1,325,800	2,245,483	2,834,770	174,673	37,347
Same wk. '93.	175,608	2,488,030	1,342,572	1,737,147	199,301	50,624
Since Aug. 1.	9,358,285	129,110,119	62,046,684	71,063,232	30,250,933	2,274,447
1894-'95.....	10,287,813	134,435,849	127,508,018	140,497,231	27,678,009	3,054,693
1893-'94.....	10,058,193	212,193,943	96,180,003	87,576,383	23,142,380	6,649,579

The receipts of flour and grain at the seaboard ports for the week ended May 4, 1895, follow:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York.....	91,434	630,850	479,700	305,559	29,425	.....
Boston.....	44,809	361,227	211,344	78,768	500	.....
Montreal.....	23,733	2,750	90,301	14,650	133,683	.....
Philadelphia.....	55,838	80,735	22,694	123,627	.....	5,455
Baltimore.....	53,419	128,602	58,883	69,277	.....	.....
Richmond.....	450	1,098	4,184	.....	.....	50
New Orleans.....	18,250	1,145	31,332	13,594	.....	.....
Total week.....	237,933	1,212,407	908,323	604,464	153,507	5,508
Week 1894.....	548,773	735,927	494,905	523,881	28,775	800

The total receipts at ports named in last table from Jan. 1 to May 4 compare as follows for four years:

Receipts of—	1895.	1894.	1893.	1892.
Flour.....bbls.	5,321,707	6,677,314	5,893,028	6,276,652
Wheat.....bush.	6,082,553	6,212,319	12,347,919	29,732,282
Corn.....bush.	9,084,919	24,580,458	15,710,191	54,452,128
Oats.....bush.	10,925,456	11,204,248	14,727,570	16,075,906
Barley.....bush.	1,470,411	1,709,729	2,374,774	2,587,057
Rye.....bush.	134,463	88,890	239,096	2,045,789
Total grain.....	28,797,502	43,905,637	43,498,453	103,480,731

The exports from the several seaboard ports for the week ending May 4, 1895, are shown in the annexed statement:

Exports from—	Wheat, bush.	Corn, bush.	Flour, bbls.	Oats, bush.	Rye, bush.	Peanut, bush.
New York.....	278,715	113,010	78,593	4,922	.....	2,243
Boston.....	167,620	113,010	20,774	1,000	.....	.....
Portland.....	8,983	24,980	.....	.....	.....	.....
Philadelphia.....	48,000	.....	25,247	.....	.....	.....
Baltimore.....	15,378	102,858	54,747	.....	.....	.....
New Orleans.....	52,000	100,234	710	150	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....
Newport News.....	.....	.....	.....	.....	.....	.....
Montreal.....	.....	.....	.....	.....	.....	.....
Total week.....	671,708	458,693	186,411	6,072	.....	2,243
Same time 1894.....	1,362,446	731,896	367,343	13,168	925	30,583

The destination of these exports for the week and since Sept. 1, 1894, is as below. We add the totals for the corresponding periods of last year for comparison:

Exports for week and since Sept. 1 to—	Week	Since Sept. 1, 1894.	Week	Since Sept. 1, 1894.	Week	Since Sept. 1, 1894.
United Kingdom.....	127,708	6,013,075	329,243	22,565,364	301,474	10,579,682
Continents.....	8,401	862,118	232,463	10,836,605	141,977	4,971,531
U. S. America.....	24,968	911,514	.....	13,569	584	143,402
West Indies.....	16,432	33,337	.....	6,964	7,006	362,222
Brit. N. A. Colonies.....	9,357	283,273	.....	2,870	6,000	65,361
Other countries.....	575	25,163	.....	103,459	557	28,562
Total.....	186,411	8,928,380	471,708	33,528,858	458,693	16,159,760
Total 1894.....	367,343	9,393,662	1,362,446	36,014,822	731,896	42,953,515

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, May 4, 1895, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York.....	3,964,000	161,000	542,000	.....	19,000
Do do.....	80,000	.....	.....	.....	30,000
Albany.....	.....	40,000	105,000	.....	67,000
Buffalo.....	1,871,000	775,000	225,000	1,000	.....
Do do.....	.....	.....	.....	.....	11,000
Chicago.....	41,727,000	3,538,000	1,501,000	48,000	.....
Do do.....	58,000	.....	.....	.....	48,000
Milwaukee.....	547,000	.....	5,000	11,000	.....
Do do.....	.....	.....	.....	.....	60,000
Duluth.....	12,408,000	.....	614,000	80,000	.....
Do do.....	.....	.....	.....	.....	.....
Toledo.....	597,000	419,000	11,000	3,000	.....
Detroit.....	667,000	157,000	34,000	1,000	.....
Oswego.....	18,000	65,000	.....	.....	30,000
St. Louis.....	1,913,000	1,041,000	172,000	.....	.....
Do do.....	90,000	.....	.....	.....	.....
Cincinnati.....	7,000	14,000	114,000	18,000	3,000
Boston.....	256,000	77,000	75,000	.....	30,000
Toronto.....	30,000	.....	13,000	.....	.....
Montreal.....	205,000	.....	178,000	5,000	.....
Philadelphia.....	90,000	51,000	200,000	.....	.....
Penn.....	8,000	17,000	149,000	.....	.....
Indianapolis.....	49,000	160,000	71,000	.....	.....
Kansas City.....	268,000	278,000	221,000	1,000	.....
Baltimore.....	303,000	118,000	150,000	7,000	.....
Minneapolis.....	14,399,000	6,000	298,000	.....	32,000
St. Paul.....	.....	.....	.....	.....	.....
On Mississippi River.....	1,000	.....	.....	.....	.....
On Lakes.....	2,219,000	2,390,000	911,000	60,000	.....
On canal and river.....	71,000	8,000	60,000	.....	6,000
Total May 4, 1895.....	62,196,000	9,354,000	5,816,000	127,000	402,000
Total Apr. 27, 1895.....	53,775,000	11,137,000	6,137,000	151,000	450,000
Total May 6, 1894.....	66,158,000	10,359,000	2,659,000	352,000	225,000
Total May 6, 1893.....	73,048,000	9,853,000	3,291,000	68,000	288,000
Total May 7, 1892.....	36,191,000	4,902,000	3,562,000	870,000	503,000

THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., May 10, 1895.

The general market has ruled quiet this week in both the cotton and woolen departments. Buyers have been in moderate attendance only and business coming to hand through the mails moderate also. In the cotton goods division the falling off in the demand for staples has been the only change in feature, as the tone of the market still rules very firm and there are no signs of sellers relinquishing in any direction the improvements in values recently secured by them. The market for raw cotton has ceased to exercise an active influence, for the time being at all events, and the goods market is now firm on its own merits; these being a well cleaned-up condition generally and production of many leading lines of staple cottons well sold ahead, some mills being under orders for the next two to three months, more or less, at prices which manufacturers refuse to duplicate contracts at now. In the jobbing departments there have been several large drives in cotton dress fabrics, showing that agents are occasionally cleaning-up stock balances of fancies at low prices. The Jaffray auction sale ended to-day, and it is estimated that over the entire series the return has been from 60c. to 65c. on the dollar.

WOOLEN GOODS.—The demand for wool flannels has fallen off somewhat, but a good business has been done and the market is very firm at opening prices. Some lines sold ahead to extent of production for the season and withdrawn. Wool and worsted dress goods, both staples and fancies, also firm for reputable makes, which have sold well for fall, but current demand quiet. Cloakings are dull, without special feature, as are overcoatings. In woolen and worsted trousers and suitings business continues quiet, but more reorders are appearing for heavy weights, encouraging agents to look for development of supplementary business. The price situation is without change, and some agents are still hampered in making deliveries by labor troubles at the mills. Kentucky jeans have been in moderate request, but other cotton-mixed fabrics inactive and irregular.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending May 6 were 4,106 packages, valued at \$209,094 their destination being to the points specified in the table below:

NEW YORK TO MAY 6.

	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	43	2,029	103	2,339
Other European.....	36	1,115	59	1,401
China.....	53	11,839	102	32,767
India.....	1	2,815	57	4,619
Arabia.....	2,296	8,720	.....	7,280
Africa.....	.....	2,696	2	3,057
West Indies.....	553	6,964	580	7,404
Mexico.....	24	1,186	8	589
South America.....	36	3,776	216	2,277
Other Countries.....	934	18,911	732	15,410
Total.....	4,106	61,820	1,939	75,745
China, via Vancouver.....	.....	7,900	.....	8,878
Total.....	4,106	69,620	1,939	84,623

From New England mill points direct.

The value of the New York exports for the year has been \$2,817,475 in 1895 against \$4,088,497 in 1894.

The market for brown sheetings and drills is firm throughout but neither home nor foreign demand has been other than moderate. In coarse colored cottons, such as denims, ticks and chevots, business has also been on a moderate scale, with some irregularity in prices, there being some sellers at old quotations whilst others hold for recent advances. Bleached cottons firm but quiet. Leading makes sold ahead, and in low-grade goods, such as 64 squares, the tendency is against buyers under print cloth influences. There have been no further changes in wide sheetings, which are firm at lately advanced prices. Cotton flannels and blankets firm. Kid-finished cambrics occasionally $\frac{1}{4}$ c. higher at 3 $\frac{1}{2}$ c. for 64 squares, but sales thereat light. Silesias, percales, twills and other linings quietly firm. Printed wash fabrics in rather better request with warmer weather. Regular prints firm with moderate demand. Gingham slow in seasonal lines. Staples steady with moderate sales. Napped goods sell fairly well for fall. Print cloths have advanced to 2 $\frac{1}{2}$ c. (1-16c. up) for extras for future deliveries. Business light.

	1895.	1894.	1893.
At Providence, 64 squares.....	130,000	222,000	58,000
At Fall River, 64 squares.....	6,000	394,000	77,000
At Fall River, odd sizes.....	73,000	101,000	.....
Total stock (pieces).....	209,000	720,000	135,000

FOREIGN DRY GOODS.—Business in woolen and worsted dress goods has been checked to some extent by the higher prices quoted from abroad for fall lines. Silk piece goods firm, with fair demand. Ribbons quiet but firm. The auction sale of Jaffray's stocks has interfered with business in linens, laces and embroideries, and the regular demand for these has been indifferent.

Imports and Warehouse Withdrawals of Dry Goods

The importations and warehouse withdrawals of dry goods at this port for the week ending May 9, and since January 1, 1895, and for the corresponding periods of last year are as follows:

Imports and Warehouse Withdrawals of Dry Goods	Week Ending May 9, 1895.		Since Jan. 1, 1895.		Week Ending May 9, 1894.		Since Jan. 1, 1894.	
	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.
Manufactures of—								
Wool.....	243	64,792	7,591	2,292,132	566	157,616	29,995	5,977,993
Cotton.....	328	74,181	9,479	2,179,490	328	72,846	8,873	2,374,311
Woolen.....	1,632	87,916	4,440	2,424,775	204	56,645	4,517	2,371,995
Woolen.....	675	47,508	8,947	1,514,702	161	28,691	5,604	1,071,976
Woolen.....	677	24,708	3,762	581,938	276	7,792	5,945	403,564
Woolen.....	31,608	299,149	38,239	8,933,037	1,510	369,579	46,937	12,105,839
Woolen.....	31,608	1,011,454	441,891	27,142,935	6,674	1,612,132	528,618	9,939,886
Woolen.....	33,358	310,583	478,180	36,076,020	11,224	1,981,711	575,586	62,045,325
Woolen.....	191	47,163	5,699	1,615,096	859	190,283	15,296	4,031,336
Woolen.....	383	70,166	8,838	1,835,793	350	91,723	8,296	2,079,318
Woolen.....	147	71,013	3,633	1,987,793	816	143,004	4,846	2,071,318
Woolen.....	368	45,198	6,993	1,138,484	308	63,265	5,782	1,071,380
Woolen.....	54	18,086	6,323	478,357	388	30,571	6,401	443,925
Woolen.....	1,113	251,666	31,766	7,058,495	2,231	618,951	41,540	10,231,201
Woolen.....	31,608	1,011,454	441,891	27,142,935	6,674	1,612,132	528,618	9,939,886
Woolen.....	32,751	1,263,080	473,677	34,201,478	11,905	2,130,938	570,188	60,170,887
Manufactures of—								
Wool.....	191	47,163	5,699	1,615,096	859	190,283	15,296	4,031,336
Cotton.....	383	70,166	8,838	1,835,793	350	91,723	8,296	2,079,318
Woolen.....	147	71,013	3,633	1,987,793	816	143,004	4,846	2,071,318
Woolen.....	368	45,198	6,993	1,138,484	308	63,265	5,782	1,071,380
Woolen.....	54	18,086	6,323	478,357	388	30,571	6,401	443,925
Woolen.....	1,113	251,666	31,766	7,058,495	2,231	618,951	41,540	10,231,201
Woolen.....	31,608	1,011,454	441,891	27,142,935	6,674	1,612,132	528,618	9,939,886
Woolen.....	32,751	1,263,080	473,677	34,201,478	11,905	2,130,938	570,188	60,170,887

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(The above terms for one month and upward are for standing cards.)

The purpose of this State and City Department is to furnish our subscribers with a weekly addition to and continuation of the **STATE AND CITY SUPPLEMENT**. In other words, with the new facts we shall give, the amplifications and corrections we shall publish, and the municipal laws we shall analyze in the "State and City Department," we expect to bring down weekly the information contained in the **STATE AND CITY SUPPLEMENT** to as near the current date as possible. Hence if every Subscriber will note in his **SUPPLEMENT** on the page designated at the head of each item a reference to the page where the item in the **CHRONICLE** can be found, he will at all times possess a complete and fresh cyclopaedia of information respecting Municipal Debts.

MUNICIPAL BOND SALES IN APRIL.

The sales of municipal bonds reported during the month of April show an aggregate of \$8,469,464, and in many instances the selling prices have been unusually high. The marked popularity of this class of securities began to be noticeable shortly after the Silver Purchase Repeal Bill became a law—a year and a-half ago, and it is still more pronounced at the present time. We have often referred to the many reasons why municipals should be particularly attractive as investment securities, and now the decision that income derived from this source is not taxable by the United States Government is an additional item in their favor.

A year ago it was stated in this monthly review that the prices reported in April, 1894, were higher on the average than they had been for two years, and it needs only a hasty comparison to show that the prices reported last month were still better. The city of Providence, R. I., for example, received last month 113-952 for a 4 per cent 30-year loan, while a year ago in April she sold a similar issue at prices ranging from 110-815 to 111-408, and in March 1893 bonds of the same rate and time brought only 105-855. Many other instances might be cited illustrating the same point.

In the following table we give the prices which were paid for April loans to the amount of \$8,170,886, issued by 39 municipalities. The aggregate of sales for which no price was reported is \$298,578 and the total sales for the month \$8,469,464. In the case of each loan reference is made to the page of the **CHRONICLE** where a full account of the sale is given.

APRIL BOND SALES.

Page.	Location.	Rate.	Maturity.	Amount.	Award.
722..	Athens Co., Ohio.....	5	1896-1905	\$100,000	105-165
678..	Barnstable, Mass.....	4	1906-1915	10,000	109-825
678..	Barnstable, Mass.....	4	1906-1915	10,000	102-898
671..	Brockton, Mass.....	4	1900-1924	175,000	103-196
807..	Brockton, Mass.....	4	Apr. 1, 1925	25,000	105-327
807..	Cambridge, Mass.....	4	Apr. 1, 1915	200,000	107-076
807..	Custer Co., Mont.....	6	July 1, 1915	274,000	100-437
807..	Escambia Co., Fla.....	6	July 1, 1911	30,000	103-5
897..	Fall River, Mass.....	4	1925	25,000	107-37

Page.	Location.	Rate.	Maturity.	Amount.	Award.
722..	Fonda, Iowa.....	6	May 1, 1915	86,500	104-07
679..	Forestville, N. Y.....	4	July 1, 1915	18,000	100-138
622..	Holyoke, Mass.....	4	Apr. 1, 1905	150,000	103-634
722..	Hyde Park, Mass.....	4	1896-1898	21,000	102-819
720..	Indiana.....	3½	May 1, 1915	500,000	102-29
720..	Indiana.....	3½	May 1, 1915	500,000	102-29
760..	Jamaica (L. I.), N. Y.....	4	1915	70,000	100-002
808..	Kings County, N. Y.....	4	May 1, 1911	100,000	107-90
808..	Kings County, N. Y.....	4	May 1, 1912	100,000	108-18
723..	Kittitas Co., Wash.....	6	1915	81,000	102-345
723..	Lenox, Mich.....	4	1925	15,000	100-25
723..	Lyndonville, Vt.....	4	1925	40,000	100-30
808..	Lynn, Mass.....	4	1905	88,000	103-015
808..	Lynn, Mass.....	4	1915	20,000	105-615
761..	Manchester, N. H.....	4	1915	100,000	105-639
760..	Middletown, Conn.....	4	1915	71,000	101-77
808..	Minneapolis, Minn.....	4	1925	200,000	105-271
808..	Nashua, N. H.....	4	May 1, 1915	100,000	105-41
808..	Newport, R. I.....	4	May 1, 1925	100,000	110-25
623..	New York City.....	3	Nov. 1, 1924	1,579,371	100-17
623..	New York City.....	3	Nov. 1, 1924	5,000	100-50
808..	New York City.....	3	1899 & 1914	358,015	100-05
723..	Portland, Oreg.....	4	Apr. 1, 1925	200,000	109-00
680..	Pottawatomie Co., Ia.....	4½	1915	70,000	102-25
761..	Providence, R. I.....	4	May 1, 1925	1,100,000	113-952
808..	Ramsey Co., N. D.....	6	1915	18,000	101-211
761..	Salem, Mass.....	4	1896-1920	50,000	104-075
761..	Stark County, O.....	5	1902	105-08	105-08
761..	St. Louis, Mo.....	3 65	May 1, 1915	975,000	103-15
724..	St. Paul, Minn.....	5	July 15, 1896	250,000	100-655
761..	Taunton, Mass.....	4	Dec. 1, 1904	30,000	103-197
761..	Taunton, Mass.....	4	July 1, 1922	6,000	107-73
680..	Travis Co., Tex.....	5	Apr. 10, 1915	100,000	101-1
761..	Watson Co., Minn.....	5	1900-05-10	30,000	104-203½
724..	Willoughby, O.....	5	Mar. 1, 1915	6,000	103-5
808..	Woonsocket, R. I.....	4	May 1, 1915	150,000	104-41
762..	Yonkers, N. Y.....	4	Feb. 1, 1897	14,000	100-35
762..	Yonkers, N. Y.....	4	May 1, 1896	50,000	100-15
762..	Yonkers, N. Y.....	4	May 1, 1896	50,000	100-25

Total (39 municipalities)..... \$8,170,886

Aggregate of sales for which no price has been reported (from 5 municipalities)..... 298,578

Total sales for April..... \$8,469,464

* Flat price.

Chicago's Financial Condition.—The following are extracts from a recent report of the City Comptroller of Chicago to the Mayor and Common Council:

"The financial condition of the city of Chicago is superior to that of any other large city in the Union. The stock account shows that the city has purchased and added to its permanent assets since the fire of 1871 property amounting to \$49,000,000, which is a surplus of \$32,000,000 over its total funded debt. During the year 1894 \$3,193,717 05 was added to the stock account by purchase of buildings, real estate and permanent equipments for departments.

"Notwithstanding the solvent condition of the city's finances, the Comptroller has been in want of ready money to meet current expenses. The Council having questioned the city's authority to borrow money, the banks have refused loans and the corporation has not sufficient surplus to meet its obligations in advance of the collection of the taxes. It is of supreme importance that the ambiguity of the law be remedied by proper amendments in order that the city employees and other creditors be paid promptly in cash." ***

"The assessed valuation of real and personal property for 1894 was \$247,425,442. The absurdity of such a valuation is apparent. The actual value is ten times as much. The tax levied was between 6 and 7 per cent on this valuation. Property should be assessed at its approximate cost and the rate of taxation reduced proportionately. If this were done an equal revenue would be produced for the city by a levy of less than 1 per cent on its assessed valuation." ***

"The funded debt of the city on Jan. 1, 1894, was \$18,426,450. The annual interest charge was \$935,581. The funded debt Jan. 1, 1895, was \$17,723,950. The annual interest charge was \$851,421, showing a reduction in interest of \$84,160."

"On July 1, 1895, the following bonds will fall due:

Lake View 7 per cent water bonds.....	\$75,000
Municipal 6 per cent bonds.....	100,000
Sewerage 7 per cent bonds.....	13,000
Water loan 7 per cent bonds.....	1,435,000
River improvement 7 per cent bonds.....	1,263,000

Total.....\$2,936,000

"With the exception of the first two named, amounting to \$175,000, which were issued after the adoption of the new constitution, they can all doubtless be refunded at a much lower rate of interest.

"The income of the city is entirely inadequate to meet requirements. While the city has steadily increased in area, population and wealth, its income has remained stationary. In 1869 the assessed valuation of the city of Chicago was \$266,920,000. The assessed valuation for 1894 is \$247,425,442. In other words, according to our assessors, the value of property in the city of Chicago is now \$19,494,553 less than it was twenty-five years ago, when the population was but 250,000. The city of Chicago, no longer able to collect a fair proportion of taxes from its wealthy citizens, is forced into the unenviable position of relying upon its saloons for the maintenance of the public health and welfare. Even this assistance has proved insufficient, and your honorable body has been unable to furnish the departments with enough means to maintain the dignity of the municipality. As a result our citizens are denied the benefits of thoroughly clean streets and of proper police protection, and we have even found it difficult to supply them during 1894 with light. Im-

mediate steps should be taken to increase the revenues of the municipality, and proper legislation for the equalization and collection of taxes should be brought to the attention of the Legislature."

Bond Proposals and Negotiations.—We have received through the week the following notices of bonds recently negotiated and bonds offered and to be offered for sale.

Albany, N. Y.—On May 23 City Chamberlain William H. Haskell will offer for sale at public auction \$56,000 of registered 4 per cent bonds. Interest on the securities will be payable semi-annually (F&A) and the principal will mature at the rate of \$7,000 yearly from February 1, 1902, to February 1, 1909.

The following financial statement is made in connection with the official announcement of the bond offering.

Assessed valuation.....	\$64,895,635
Real and personal property owned by the city.....	7,589,000
Total debt—General.....	\$2,517,000
Water.....	1,519,000
	\$4,036,000
Sinking fund.....	939,995
Net debt.....	\$3,096,005
Population.....	98,000
N. B.—Water debt does not include this issue.	

Allegheny, Pa.—The Finance Committee of the Allegheny Common Council has voted to issue \$300,000 of highway bonds, \$300,000 of street bonds, \$200,000 of sewer bonds and \$100,000 of water bonds.

Cambridge, Ohio.—A vote will be taken June 3 on issuing \$60,000 of water-works bonds.

Cascade, Iowa.—On May 1, 1895, the town of Cascade sold \$10,000 of 5 per cent water-works bonds to Mason, Lewis & Co., of Chicago, at par, accrued interest and a premium of \$80. Interest on the securities is payable semi-annually.

Chatham County, Ga.—The Grand Jury of the Superior Court at Savannah has recommended the issuance of long-term county bonds for the purpose of obtaining efficient drainage and for the improvement of roads.

Chippewa County, Mich.—Road bonds of this county to the amount of \$100,000 have been authorized.

Davidson County, Tenn.—It is reported that on May 1 the county of Davidson sold \$250,000 of 4½ per cent funding bonds to N. W. Harris & Co. at a 4¼ per cent interest basis. The bonds are to be dated June 1, 1895, and will mature in twenty years, with an option of call after five years. Interest will be payable semi-annually.

Durham, Me.—Bridge bonds of this town to the amount of \$5,000 have been voted.

Elmira, N. Y.—A vote taken on the question of issuing \$110,000 of bridge bonds of Elmira resulted in favor of the proposition.

Fresno, Cal.—An election was held at Fresno May 4 to vote on issuing \$40,000 of sewerage bonds. The result of the election has not as yet been reported, but we were previously informed by J. W. Shanklin, City Clerk, that the proposition would undoubtedly carry. The securities are to bear interest at the rate of 5 per cent, payable semi-annually, and will mature at the rate of \$1,000 yearly from date of issue.

Georgia.—On May 1, 1895, the State of Georgia sold \$290,000, more or less, of 3½ per cent bonds to the Columbus Savings Bank at 100-11. The securities are dated May 1, 1895, interest will be payable semi-annually on May 1 and Nov. 1, and the principal will mature May 1, 1915, both principal and interest to be payable at the State Treasury in Atlanta. This issue is made for the purpose of taking up the bonds of the Northeastern Railroad, which are endorsed by the State of Georgia.

Guthrie, O. T.—Geo. M. De Groff, City Clerk, reports to the CHRONICLE that \$5,000 of 6 per cent 10-20 year water-works improvement bonds of Guthrie are now being offered for sale. Interest on the loan will be payable semi-annually.

Harrison County, Ohio.—Proposals will be received until June 1, 1895, by H. G. Forker, County Auditor, for the purchase of \$20,000 of 5 per cent court house bonds. Three thousand dollars of the amount will mature May 1, 1896; \$1,000 November 1, 1896; \$1,000 May 1, 1901; \$3,000 May 1, 1902; \$2,000 November 1, 1902; \$5,000 May 1, 1903, and \$5,000 November 1, 1903. Interest will be payable semi-annually.

Hazleton, Pa.—It is reported that an election will be held at Hazleton to vote on issuing \$210,000 of water-works bonds.

Hennepin County, Minn.—It is reported that this county has sold \$300,000 of 4½ per cent coupon gold bonds running 30 years to the Farmers' & Mechanics' Savings Bank of Minneapolis at about 108-7/8. Sixteen bids in all were received.

Hollis, Me.—Four per cent bridge bonds of this town to the amount of \$10,000 have been voted.

Ithaca, N. Y.—The people of Ithaca voted April 30 in favor of issuing \$150,000 of sewer bonds.

Juneau, Wis.—Water-works bonds to the amount of \$4,500 have been voted.

Key West, Fla.—The city of Key West has issued \$40,000 of bonds to the Virginia Paving & Construction Co. of Lynch-

burg in part payment for a new water-works system and artesian well. The work of construction has been more than one-half completed, and the city has petitioned the Legislature for authority to issue \$100,000 more of bonds to the contractors.

Knox County, Tenn.—This county has been authorized by the Legislature to issue bonds for the construction of a bridge.

La Crosse, Wis.—It is reported that 5 per cent school bonds of La Crosse to the amount of \$20,000 have been sold to Messrs. Dietz, Dennison & Prior at 108-11. The bonds run from ten to twenty years.

Lake Ann, Mich.—Water-works bonds of this village to the amount of \$4,000 have been voted.

Lowville, N. Y.—The citizens of Lowville will vote May 16 on issuing \$5,000 of reservoir bonds.

Malden, Mass.—Proposals will be received until to-day for the purchase of \$150,000 of 4 per cent sewer loan coupon bonds. The securities will be dated May 2, 1895, interest will be payable semi-annually, and the principal will mature May 2, 1925, both principal and interest to be payable at the National Bank of Redemption, Boston. They will be secured by a special sinking fund.

Proposals will also be received until to-day for the purchase of \$12,000 of 4 per cent coupon notes maturing at the rate of \$600 yearly from April 1, 1896, to April 1, 1915, inclusive. Interest on the notes will be payable semi-annually, principal and interest to be payable at the National Bank of Redemption, Boston.

Michigan, City, Ind.—The question of issuing from \$20,000 to \$30,000 of water supply bonds will soon be voted on.

Monroe County, Wis.—County Treasurer George P. Stevens will receive bids until July 1, 1895, for \$50,000 of county court-house bonds. The securities will be dated July 15, 1895, will bear interest at the rate of 5 per cent, and \$5,000 of the principal will mature yearly from March 1, 1896, to March 1, 1905. Interest will be payable in Sparta, Wis.

The official advertisement of these securities will be found elsewhere in this Department.

Nebraska City, Neb.—Proposals will be received until June 1, 1895, for the purchase of \$200,000 of 4½ per cent 5-30 year refunding bonds. \$150,000 of the amount to be dated July 1, 1895, and \$50,000 September 1, 1895.

New Haven, Conn.—This city has petitioned the Legislature for authority to issue bonds for street improvements.

New Orleans, La.—On May 7, 1895, the city of New Orleans sold \$352,500 of 4 per cent constitutional bonds to the Canal Bank at par and accrued interest less ¼ per cent commission. Interest is payable semi-annually on January 1 and July 1 and the principal will mature in fifty years. Bids received for the loan were as follows: Germania Savings Bank, \$352,500, less 2-47 per cent commission; Hugh W. Brown, \$30,000, at 100¾; Hibernia Bank, \$75,000, less commission of 2 per cent, \$130,000, less 2¼ per cent commission, \$332,500, less 2¼ per cent commission; Isidore Newman, Sr., \$332,500, less 1 per cent commission; M. W. Newman, \$332,000 at par flat (this bid would include accrued interest from January 1, 1895, which is calculated to amount to 1-40 per cent); George Le Sasser, \$352,500, less 1-16 per cent commission; Canal Bank, \$352,500, less ¼ per cent commission.

Norwood Station, Pa.—The citizens of this municipality have voted in favor of issuing \$30,000 of water and sewer bonds.

Passaic, N. J.—City Treasurer C. M. Wilcox notifies the CHRONICLE that bids for \$24,000 of 5 per cent city refunding bonds will be received at the City Hall until 7:30 P. M. May 17, 1895. The securities will be dated June 1, 1895, and will mature at the rate of \$1,000 yearly, beginning on June 1, 1896. Their payment is provided for by the authorization of a special tax levy.

Pendleton County, W. Va.—It is reported that the County Court of Pendleton County, W. Va., has passed an ordinance submitting to the people of the county, at a special election to be held June 1, 1895, a proposition to issue \$40,000 of the county bonds, to be given outright to any responsible company or individual who will build a railroad across the county by way of the South Branch Valley, passing through Franklin, the county seat.

Philadelphia, Pa.—The city of Philadelphia will issue a loan of \$1,300,000, bearing interest at the rate of 3 per cent, for improvements. The loan will be issued in twenty series of \$60,000 each, one of which will become due annually from December 31, 1905, to December 31, 1924.

Pittsburg, Pa.—The city of Pittsburg will issue bonds to the amount of \$6,250,000 as follows:

Bridge bonds.....	\$1,500,000	Public safety bonds.....	\$500,000
Water bonds.....	2,000,000	Boulevard bonds.....	500,000
Public park bonds.....	1,750,000		

Of this amount bonds to the amount of \$4,350,000 will be issued this year—\$1,500,000 for bridges, \$1,000,000 for water works, \$1,000,000 for public parks, \$500,000 for engine houses, etc., and \$250,000 for boulevard purposes, leaving the remaining \$2,000,000 to be issued not earlier than May 1, 1896.

The city will probably sell the whole amount of the loan at once, with the understanding that the \$2,000,000 to be issued subsequently shall be delivered at the date of issue, interest to begin at date of delivery. The securities will bear interest at the rate of 4 per cent, payable semi-annually on May 1 and November 1, and will be issued subject to the right of the city to redeem one-tenth of the entire issue every three years from May 1, 1895. Principal and interest will be payable by the Pittsburg Trust Company, and the bonds will be free from all taxation.

Portage, Wis.—Five per cent school bonds of Portage to the amount of \$35,000, averaging 5 years and 10 months, were recently sold to the First National Bank of Portage for \$35,450. They were delivered on May 1. Other bids were:

	Amount Bid.
Trowbridge & Co., of Chicago.....	\$35,425 00
City Bank of Portage.....	35,350 00
Lamprecht Bros., Co., of Cleveland.....	35,025 00
W. J. Hayes & Sons, of Cleveland.....	35,237 00
Farson, Leach & Co., of Chicago.....	35,343 50
E. H. Gay & Co., Chicago.....	35,111 00

A bid was also received from Dietz, Dennison & Prior, whose check was refused.

Remsen, Iowa.—The citizens will vote May 27 on issuing \$3,900 of water-works bonds.

Silver City Independent School District, Iowa.—On May 1, 1895, this district sold \$5,000 of 6 per cent bonds to the Mills County National Bank for a premium of \$200. Nine bids in all were received for the loan. The securities mature at the rate of \$1,000 yearly from November 1, 1897, to 1901, and both principal and interest are payable at Silver City State Bank.

Spaulding County, Ga.—An election held April 16 to vote on issuing \$34,000 of court-house and jail bonds resulted in the defeat of the proposition.

St. Paul, Minn.—Proposals will be received until May 13, 1895, by J. J. McCarty, City Comptroller, for the purchase of 400 certificates of indebtedness of the denomination of \$500 each, issued in anticipation of the collection of taxes. The securities will be dated May 15, 1895, interest at the rate of 5

per cent will be payable semi-annually, and the principal will mature July 15, 1896. Bids must state distinctly how much will be offered in dollars and cents for each certificate over and above par and accrued interest.

Westwood, Ohio.—Water supply bonds to the amount of \$20,000 have been authorized by the Council.

Worcester, Mass.—William S. Barton, City Treasurer, notifies the CHRONICLE that \$50,000 of 30-year bonds recently authorized for the construction of water-works will probably be taken in the near future by the Commissioners of the Sinking Fund.

STATE AND CITY DEBT CHANGES.

We subjoin reports as to municipal debts received since the last publication of our STATE AND CITY SUPPLEMENT. Some of these reports are wholly new and others cover items of information additional to those given in the SUPPLEMENT and of interest to investors.

Columbus, Ohio.—The following statement has been corrected by means of an official report upon the finances of Columbus for the year ending Jan. 1, 1895.

Columbus is situated in Franklin County, which had a separate debt in March, 1895, of \$1,290,000.

NAME AND PURPOSE.	P. Ct.	Interest.	Principal.	
			When Due.	Outstand'g.
City Hall refunding.....	1886	4	J & D	June 1, 1906 \$16,000
do do.....	1889	4	M & S	Mar. 1, 1909 125,000
City Prison refunding.....	1888	4	M & N	Nov. 1, 1908 35,000
Deficiency—				
Gas and light.....	1890	5	M & N	Nov. 1, 1900 70,000
Police and fire.....	1890	5	M & N	Nov. 1, 1910 150,000
Police.....	1888	4	J & J	July 1, 1908 42,000
do.....	1893	5	A & O	Apr. 1, 1913 60,000
Fire Dep. and gas.....	1888	4	M & S	Sept. 1, 1908 43,000
Fourth St. Bridge.....	1890	4	M & N	May 1, 1905 160,000
Franklin Park.....	1893	5	J & J	July 1, 1908 65,000
do do.....	1889	4	J & J	July 1, 1899, sub. } to call July 1, '94 } 25,000

NEW LOANS.

\$50,000
Monroe County, Wis.,
FIVE PER CENT
Court-House Bonds.

SPARTA, WIS., May 24, 1895.

Bids will be received until July 1st, 1895, at 1 o'clock p. m., by George P. Stevens, County Treasurer of Monroe County, Wisconsin, for the purchase of Fifty Thousand Dollars (\$50,000) of Monroe County Court-House Bonds.

The bonds will be dated July 15th, 1895. Five per cent annual interest will be payable at the office of the said County Treasurer at Sparta, Wisconsin. The first payment of interest will be from date of issue to March 1st, 1896.

The principal of the bonds will mature at the rate of Five Thousand dollars (\$5,000) annually on March 1st, 1896, to 1905, both inclusive. A special tax is provided for to pay the interest and principal as the same shall become due.

GEORGE P. STEVENS, Co. Treasurer.

INCOME TAX.

WE HAVE A LIST OF
CITY BONDS

WHICH ARE NOT SUBJECT TO THIS TAX.

Farson, Leach & Co.,
2 WALL STREET.

Correspondence solicited.

MUNICIPAL BONDS.

Street, Wykes & Co.,
44 WALL STREET, - NEW YORK.

NEW LOANS.

Boston, 30-year - - - - - 4s
Chicago, 20-year - - - - - 4s
Milwaukee, 10-year - - - - - 5s
Glens Falls, N. Y., 15 1-2-year - - - 4s
Chester, Pa., School - - - - - 3s
Newton, Mass., 20-year - - - - - 4s
Salem, Mass., 13-year - - - - - 4s
Springfield, O., B. E., 8-year - - - 5s
Menominee, Mich., 20-year - - - - - 5s

DETAILS ON REQUEST.

N. W. HARRIS & CO.,
BANKERS,
15 WALL STREET, - NEW YORK.

High-Grade CITY, COUNTY AND STATE BONDS,

Netting 4 to 7 Per Cent Interest.

We make a specialty of High-Class Securities suitable for permanent investment, Correspondence solicited.

SPRAIN, DICKINSON & CO., Bankers,
10 Wall Street, New York.
W. P. DICKINSON & CO., Boston-Chicago.

BONDS.

\$125,000 Town of Greenwich, Conn., 10-20-Year 4s.

Legal for Savings Banks and Trustees in Connecticut.

Price and Particulars upon Application to

WHANN & SCHLESINGER,
BANKERS,
2 Wall Street, New York.

MUNICIPAL AND RAILROAD BONDS

And all Local Securities Bought and Sold.

NEW YORK, BROOKLYN AND JERSEY CITY BONDS A SPECIALTY.

W. E. R. SMITH,
16 BROAD STREET, - NEW YORK.

WARRANTS SELECTED WASHINGTON STATE COUNTY, CITY AND SCHOOL.
JNO. P. DORR & CO., Seattle, Wash.

NEW LOANS.

**NO DEFAULT OF
PRINCIPAL OR INTEREST**

has ever occurred in a security sold by this Company.

MUNICIPAL BONDS.

NO INCOME TAX.

The securities offered by this Company are selected with great care, and are first-class investments for individual buyers, legacies, trustees, banks and savings banks. More than

FIFTY CLASSES OF BONDS

have been sold by us in the last three years. Send for our list of bonds and make use of our experience.

**German-American
Investment Co.,**

52 WALL ST., NEW YORK.

BONDS.

(EXEMPT FROM INCOME TAX.)

Brooklyn.....5s	Des Moines.....6s
Cleveland.....6s	Youngstown.....6s
St. Louis.....6s	Superior.....6s
Chicago.....7s	Greene Co., Ind. 4s
Pittsburg.....4½s	Bexar Co., Tex. 4s
Denver.....6s	Madison Co., Ala. 5s
Topeka.....5s	Worcester Co., Md. 5s

Price, description and list of other securities on application.

C. H. WHITE & CO.,

72 BROADWAY, - NEW YORK.

W. N. Coler & Co.,

BANKERS.

MUNICIPAL BONDS.

34 NASSAU STREET.

LOANS—		Interest—	Principal—	
NAME AND PURPOSE.	P. Ct. Payable.	When Due.	Outstanding	
Front St. Viaduct.....1894	4 1/2	M & S	Mar. 1, 1914	\$50,000
High St. Viaduct.....1891	5	J & J	Jan. 1, 1911	5,000
do do.....1892	4 1/2	J & J	July 1, 1902	95,000
do do.....1892	4 1/2	M & N	Nov. 1, 1902	400,000
do do.....1894	4 1/2	J & J	July 1, 1909	150,000
Levee.....1884	4	A & O	Apr. 1, 1904	2,000
do.....1889	4	J & D	June 1, 1909, sub. }	50,000
Market House.....1888	4	J & J	July 1, 1908	9,000
do.....1889	4	F & A	Aug. 1, 1909	15,000
North High St. Impt.....1883	4	F & A	Aug. 1, '98, but sub }	200,000
Steam Fire Dep't.....1890	5	M & N	Nov. 1, 1910	150,000
do do.....1893	5	J & D	June 1, 1904	100,000

LOANS—		When Due.	LOANS—	When Due.
SEWER BONDS—			SEWER BONDS—(Con.)	
6s, M&S, \$4,000.....Sept. 1, 1902			4s, F&A, \$12,000.....Feb. 1, 1908	
6s, J&D, 20,000.....June 1, 1904			4s, J&D, 5,000.....June 1, 1908	
6s, J&J, 17,000.....July 1, 1904			4s, J&J, 20,000.....July 1, 1909	
5s, M&S, 25,000.....Mar. 1, 1895			4s, F&A, 47,000.....Aug. 1, 1909	
5s, J&D, 10,000.....Dec. 1, 1900			4s, M&S, 15,000.....Sept. 1, 1909	
5s, J&J, 48,500.....July 1, 1902			4s, M&N, 43,000.....Nov. 1, 1909	
5s, M&N, 40,000.....Nov. 1, 1910			4s, A&O, 300,000.....Apr. 1, 1910	
5s, J&D, 10,000.....Dec. 1, 1910			WATER BONDS—	
5s, J&J, 200,000.....Jan. 1, 1911			5s, J&D, \$400,000.....Dec. 1, 1901	
5s, M&S, 1,500.....Mar. 1, 1911			5s, A&O, 80,000.....Apr. 1, 1907	
5s, J&J, 30,000.....July 1, 1912			5s, M&N, 175,000.....Nov. 1, 1910	
5s, M&S, 55,000.....Sept. 1, 1915			4s, J&J, 30,000.....July 1, 1901	
4s, M&S, 250,000.....Sept. 1, 1921			4s, J&J, 100,000.....July 1, 1902	
4s, A&O, 5,500.....Oct. 1, 1896			4s, J&J, 50,000.....July 1, 1903	
4s, M&S, 19,000.....Sept. 1, 1897			4s, M&N, 100,000.....Nov. 1, 1908	
4s, J&J, 4,500.....July 1, 1901			4s, M&N, 57,000.....Nov. 1, 1909	
4s, M&N, 165,000.....May 1, 1903			4s, J&J, 50,000.....July 1, 1918	
4s, M&N, 29,000.....May 1, 1904			STREET IMPROVEMENT BONDS,	
4s, J&D, 118,000.....Dec. 1, 1905			payable by assessment—	
4s, J&D, 25,000.....June 1, 1906			6s, var., \$2,947,500.....	
4s, F&A, 45,000.....Aug. 1, 1906			All of the 6 per cent street im-	
4s, J&J, 10,000.....Oct. 1, 1906			provement bonds are subject to	
4s, J&J, 17,000.....July 1, 1907			call one year from date of issue.	
4s, J&D, 8,000.....Dec. 1, 1907				

BOARD OF EDUCATION—SCHOOL HOUSE BONDS.		When Due.
5s, A&O, \$50,000.....Apr. 1, 1899		5s, A&O, \$85,000.....Apr. 1, 1901
5s, A&O, 25,000.....Oct. 1, 1899		5s, J&D, 85,000.....Dec. 1, 1906
5s, A&O, 25,000.....Apr. 1, 1900		5s, A&O, 110,000.....Oct. 1, 1913
		5s, M&S, 110,000.....Sept. 1, 1913

INTEREST on police deficiency bonds of 1888 and on assessment bonds is payable at the City Treasurer's office; all other interest at the National Park Bank, New York City.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Columbus's total municipal debt, the sinking fund held by the city against the same, the water debt, and the city's floating debt on January 1, 1894 and 1895, and on April 1, 1893 and 1892.

	Jan. 1, '95.	Jan. 1, '94.	Apr. 1, '93.	Apr. 1, '92.
Total bonded debt.....	\$7,605,500	\$7,333,200	\$6,962,800	\$6,950,700
Sinking funds.....	1,029,641	631,100	566,700	483,700
Net debt.....	\$6,575,859	\$6,702,100	\$6,396,100	\$6,467,000
Water debt (inc. above).....	1,042,000	1,002,000	1,052,000	1,012,000
Floating debt.....			nil	105,899

The total bonded debt as given for January 1, 1895, included street improvement bonds payable by special assessment to the amount of \$2,947,500. The sinking fund receives yearly about \$125,000, which does not include assessments for street improvement bonds.

ASSESSED VALUATION, ETC.—The city's net debt, assessed valuation (about 1/2 of actual value) and tax rate for the years named has been as follows:

Years.	Net Debt.	Asses'd Val.	Taxp. \$1,000
1894.....	\$6,575,859	\$59,939,040	\$29.00
1893.....	6,396,100	59,060,530	28.00
1892.....	6,467,000	57,203,660	26.00
1891.....	5,130,105	56,284,770	24.00
1890.....	4,351,090	43,663,270	24.00
1889.....	3,200,310	41,557,410	22.40
1888.....	2,222,210	40,170,460	22.50
1887.....	1,788,518	38,594,170	21.50
1886.....	1,861,400	36,890,860	21.70
1885.....	1,896,400	35,279,170	22.50

POPULATION.—In 1890 population was 88,150; in 1880 it was 51,647; in 1870 it was 31,274.

Charlotte, N. Y.—Below is a statement of the indebtedness of this village in March, 1895.

Charlotte is in Monroe County.

LOANS—	When Due.	Tax valuation 1894.....	Tax valuation 1895.....
SEWER BONDS—			
4s, F&A, \$15,000.....Feb. 15, 1915		\$750,000	\$750,000
Total debt March, 1895.....	\$15,000	3,000,000	3,000,000
		Population in 1890 was.....	930
		Population 1895 (estimated) 1,500	

Riverside County, Cal.—A statement of the financial condition of Riverside County on June 30, 1894, is as follows:

Floating debt.....	\$17,950	Tax valuation, railr's.....	\$1,478,451
Total debt June 30, '94.....	17,950	Total valuation, 1894.....	13,503,026
Tax valuation, real.....	10,940,070	State tax (per \$1,000).....	\$4.93
Tax valuation, personal.....	1,084,505	County tax (per \$1,000).....	11.57

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